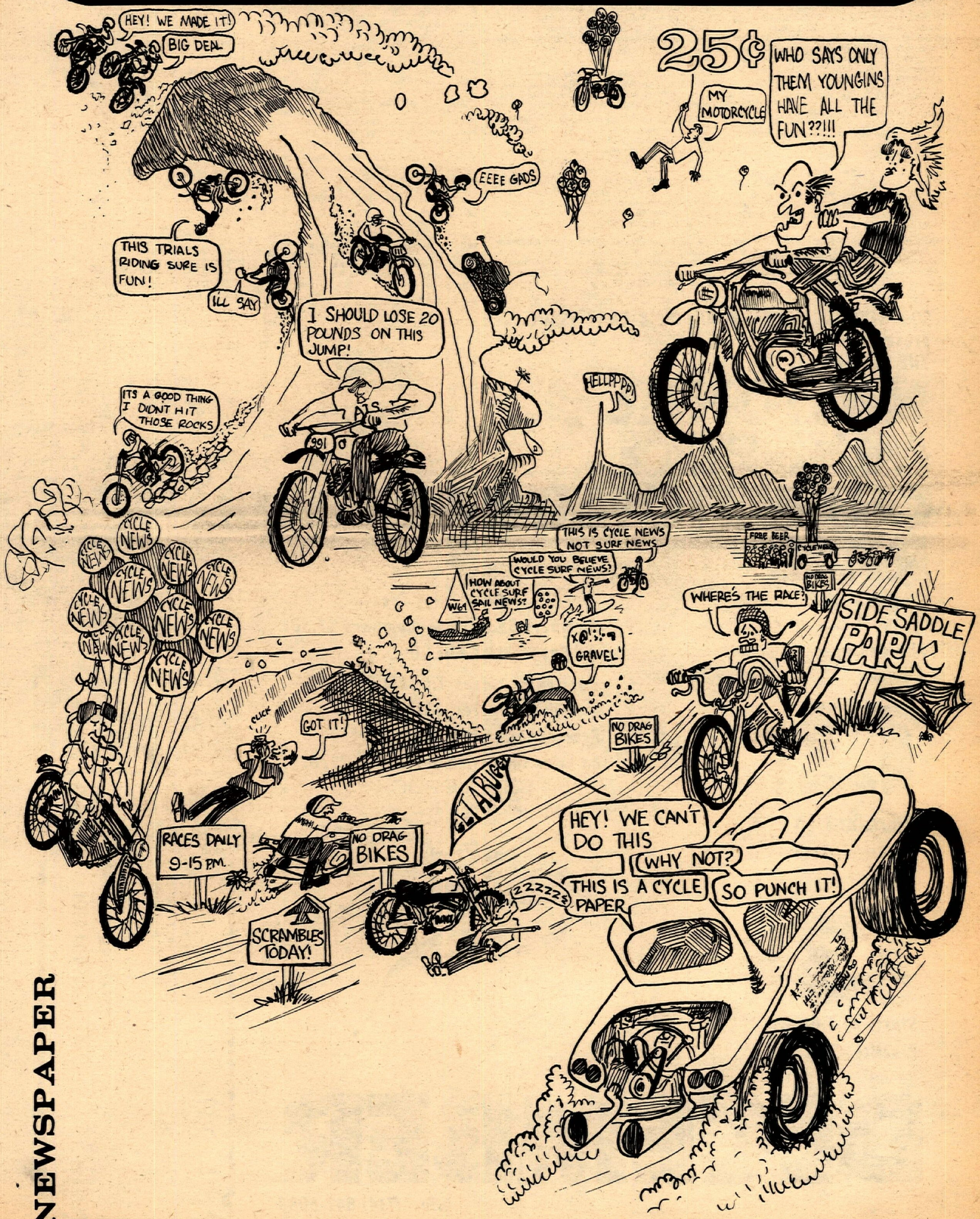
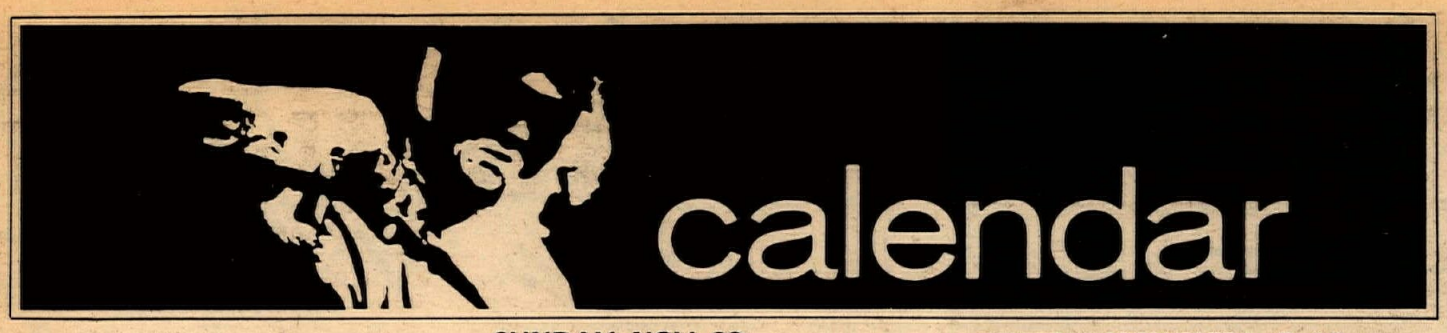
CYCLE NEWS

VOLUME VII NUMBER 46 | WESTERN EDITION | December 1, 1970



NEWSPAPER



THURSDAY, NOV. 26

TURKEY DAY RACE at Trojan Speedway in South Gate, Calif. TT and Flat Track, 100/125/250cc classes. $4 entry, 1st 100 riders. 50% gate in trophies. Gates open at 4 p.m., race at 6. $2 admission, 8-10 $1, and under 8 free. Info: (213) 923-0132, 862-0229.

SATURDAY, NOV. 28

ENGLISH TRIALS by PITS at Cycle Hills, SW of Morgan Hill, 1 mi. S of Coyote, 6 S. of San Jose, Hwy 101 to Bailey Rd; limed from Bailey Rd. $4 riders fee, signup at 8, start at 10:30. Info: (415) 325-8064.

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

HARE & HOUNDS – Barstow to Las Vegas by San Gabriel Valley M.C. Limed off Vegas Fwy. AMA sanct., Dist. 37 pts. $7 post entry. 145 mi. course ends in Las Vegas. Starts at 9 a.m. Info: (213) 445-0997.

SUNDAY, NOV. 29

MOTOCROSS at Cal Expo, Sacramento. Race at 10 to 4. Mail $5 entry to Cal-Am, 1325 15th St., Rm. B, Sacramento, 95814, closes Nov. 26. $8 post, at 8. 125 Nov/250 Nov-Am-Ex/65 Nov-Am-Ex. Info: (916) 446-5059.

CMC MOTOCROSS at Carlsbad Raceway. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Nov. 24. Post $10. Gates open at 7:30, race at 10. 3 No. plates.

TT RACES by Desert Phantoms at Adelanto Track on Hwy. 395, 2 mi. N. of Adelanto. Class C traction. AMA sanct., Dist. 37 pts. $3.25 total (entry-gate). Big bore signup closes 8:30, lightwts. 11, ultra-light noon.

MOTOCROSS by CMA at 2300 South 5600 West, Salt Lake City, Utah. $1 admission, $1 entry. Signup closes 10:30, race at 11. Info: Larry Knop, 904B E. 2nd South St., Salt Lake City, Utah 84102.

TRIALS by Central Ariz. Trials, limed to staging area, N. from Cave Creek & Bell Roads, Phoenix, Ariz. $2 entry for members, $3 non. Signup 8-10. Jr/Sr/PP/125/250/Open. Info: (602) 956-6005.

EUROPEAN SCRAMBLES by Trail Trotters M.C. limed from Coalinga & Hwy 33 in Coalinga, Cal. AMA sanct., dist. 35 pts. $3 entry. Info: (209) 935-3311 or PO Box 414, Coalinga, Calif., 93210.

INDOOR SHORT TRACK by Nevada Trailblazers and Al Lockett Enterprises at Washoe Co. Fairgrounds Pavilion Bldg. on Wells Ave., Reno, Nev. AMA sanct., full leathers, no big knobbies. PP/100/125/200/250. Signup 9-11; practice 10-noon; race at 1. Mail $2.50 entry on AMA blank or equivalent to Al Lockett Ent., 670 Hood Ave., Reno, Nev., 89502; closes Nov. 20. $3.50 post. Info: (702) 323-6055.

TRIALS by Rocky Mountain Trials Assoc. at Sprucewood Inn, halfway between Deckers and Sedalia on Colo. 67. Nov. at 11, Ex. at 1:30. $3 entry, $2 for members. Admission free. Info: (303) 442-5362, 447-9656.

ENDURO by Napa Slo-Pokes M.C. with start and finish in Lucerne, Cal. $4 mail entry to Napa S-P, 2758 Iowa St., Napa, Cal., 94558 with 2 self-addressed, stamped envelopes, closes Nov. 24. $10 post. Team (3 riders) entry use separate entry blanks. 120 mi., 24 mph average. Arresters and helmets. Start in order of entry.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Wash at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT
CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY
MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st AND 3rd SUN. OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes Nov. 24. Post $10. Gates open at 7:30, race at 10. 3 No. plates.

INTER-AM MOTOCROSS at Livermore, Cal. Info: (714) 460-4289.

TRANS-AMA MOTOCROSS at Raceway Park, Meridian Ave.,-Fun Field, Puyallup, Wash. Info: Clark Marshall, 1044 W. Lake Shamm. Parkway N.E., Bellevue, Wash., 98008. (206) 747-7550.

MOTOCROSS by Tijuana M.C. in Tijuana, Baja Calif., Mexico, by new Monumental Bull Ring. Mail $3 entry plus $1 gate to 1186 Paxton Dr., Imperial Beach, Calif. 92032. Signup at 11, race at 12:30. Trophies to first three places. No cards needed. 100/250/500/Open – Nov/Ex. Info: (714) 423-0498.

SATURDAY, DEC. 5

(Please turn to pg. 22)

SOUTHERN CALIFORNIA MINI-BIKE & KART ASSOC.
presents
THE 2ND ANNUAL

NATIONAL MINI-BIKE CHAMPIONSHIP RACE

SOUTHERN CALIFORNIA MINI-BIKE & KART ASSOCIATION

Classes:
1–3HP / 4–6 HP / 7HP and over
All ages

12 Saturday
Starts at 8:00
Practice, Tech & Qualifying

13 Sunday
Starts at 8:00
Practice, Tech
Racing

–Race Entry Fees–
Members $5.00, Non-Members $7.50.
All Post Entries $10.00
Post entry closes 9:00AM Dec. 13th
No qualifying Dec. 13th
Pre-entries must be post marked no later than midnight Dec. 8, 1970.

SADDLEBACK PARK INC.
BOX 1617, COSTA MESA, CALIF.

DECEMBER

info. (714) 842-6083

A.M.R.A.
presents
Sand Scrambles
at Indian Dunes

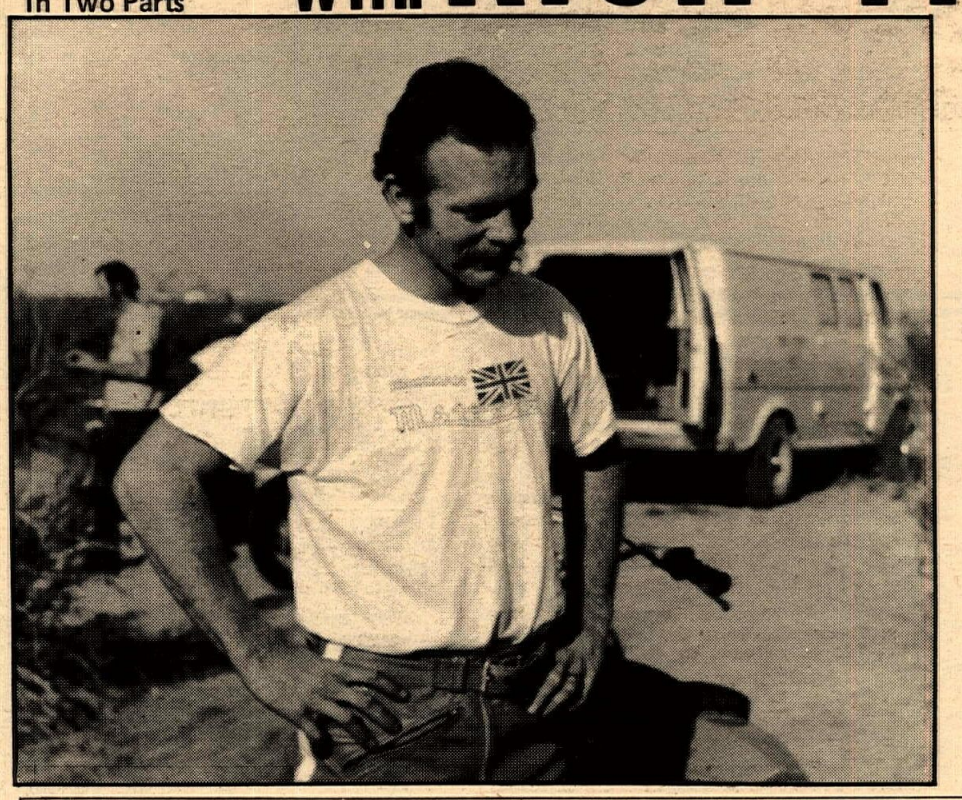
NOW AT SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

JOEL ROBERT
Teaches Motocross
Saddleback Park
Nov. 27th & 28th
Info: (714) 639-5832
Starts 9:00 A.M.

Admission $2.50; Minis $1.50
SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

An Evening With RICH THORWALDSON

In Two Parts



By Ron Schneiders

A few weeks ago Maureen Lee, Cycle News Columnist, wrote at some length about "Sporting Professionals," as she called them. These are individuals who ride sporting events, where trophies are at stake, and manage to get paid in cash as well. The description fits Richard Thorwaldson rather well. Since Rich is a leading contender for the Number 1 District 37 desert plate, I went over to his home to interview him for Cycle News.

Rich met me at the door of his fairly small home in Hawthorne, just a short ways from the ocean. I had spoken to him once or twice before at races, but he was always in his riding gear, which is to say fairly well disguised. He is slender but quite muscular and moves easily. You understand why he doesn't often get hurt when he falls; there's not much tension. His eyes are his most outstanding facial feature. They are fairly small, narrow and intense, the kind you associate with fighter pilots in World War II movies. A thin, auburn moustache doesn't hurt the image any.

We went into the living room and Rich introduced me to his wife Patricia, who was sitting on the couch holding their 2-year-old daughter. I asked if that was their only child and he said yes, but another was due shortly. "We tried doing it the scientific way and if it's a boy, I guess we'll quit there. If it's not I don't know what we'll do. Adopt one I guess. I'm the last of the Thorwaldsons". He laughed as he said it, but you could tell he was really bothered by it. I refrained from asking what the scientific way of producing boys was.

"Hey, I'm being voted on tonight!" he said, as he went to get us some coffee.

"By whom?" I asked cautiously.

"The Checkers. I'm joining the Checkers."

"I thought there was quite a rigamarole involved in joining the Checkers," I said innocently.

Uncomfortably, he replied, "Well there is normally. You have to attend so many races and so many meetings." I got a distinct impression that there was not much rigamarole involved if you were Number One in the point standings.

"Why the switch?" I asked. Rich had been a long time Prospector.

"Well, mainly because the Checkers are a real racing club. None of this stuff of running all kinds of events to send an ISDT team to Europe, and field meets and all that. All I want to do is race. I haven't got time for that." [Wonder what he'll do when he finds out the Checkers have an ISDT team too.]

"And the other other reason is the pits. I've lost three races in the pits this year. I come into the pits with a one-minute lead and leave one minute behind. When I come into the pits, all I want is gas. I don't want a drink, I don't want someone to smear my goggles, kill my engine, knock me off the bike or break my throttle cable!" He went on to explain that each of these things had happened. "The Checkers assess each member $1.00 per race, whether the guy races or not and they use the money to hire a pit man. If he doesn't do the job right, at least you know he won't be back next week."

Rich appeared to have burst rather suddenly on the desert championship scene. He started the year as an unspectacular Number 117. I asked him where he had been beforehand.

"Well, I've always raced the desert. I used to ride with my father *[Bill Thorwaldson, a notable racer himself]* back 12 years ago."

"How old are you now?"

"Twenty-four. But when I got out of the Navy, I had started riding Class "C" TT. I raced TT from '66 to '69. Last year I had Number 26x but this year I suppose they'll stick a "1" in front of that, since I haven't been doing anything."

Going back a little, I asked him what he had done in the Navy.

"I was in Seabees."

"Seabees?!" I hadn't heard of the Seabees since the late 'forties, except on comic book covers where they always have this guy in light blue demin shirt and sailor cap charging his 'dozer into a hail of machine gun fire and using the blade to deflect the bullets.

"Yeah, well they revived the Seabees about the time I got in. I drove a dozer over in 'nam." He grinned like he knew what I was thinking. "I'd dig a hole, they'd build a bunker and then I'd push the dirt around it again." The picture of Rich Thorwaldson on a dozer was too much. I knew war stories could fill the remainder of the evening without much trouble so I backtracked hurriedly.

"Rich, do you do anything special in the way of training for the desert races?"

"You mean like exercises? No just ride twice a week. That's enough exercise. I do take some vitamins before each race."

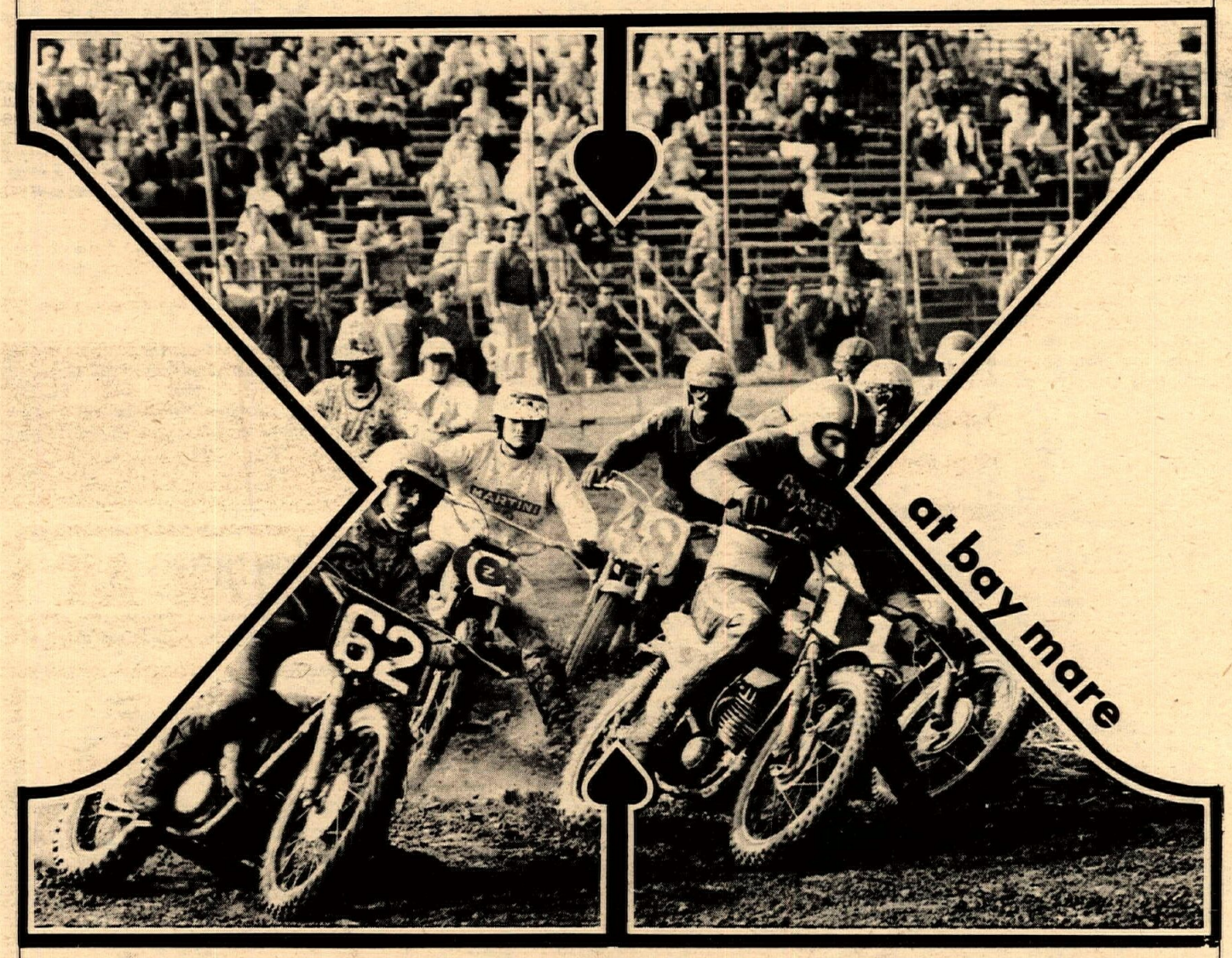
"What kind?"

"Upjohn's Therapeutic Vitamins. They're a prescription item, primarily for old people. They take a couple of them each day. I take about 8 of them before the race, but none during the week. They help replace the lactic acid in your muscles that you lose while you're racing. In practical terms, you don't get sore. Since I've been taking the vitamins, I've never been sore on

(Please turn to pg. 19)

IRE returns with a Holiday Celebration

moto



NOVEMBER 29TH
SUNDAY

Cash to Seniors
50 trophies to Juniors

information 213 780-1700

cycle news

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Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 – L.A. 636-8844.
TELEX NO. 673-474

Subscription:
One year 2nd class mail $7.50
Single copy price . . . . . $.25

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Write for information. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only be permission of the publishers. Advertising rates and circulation information will be sent upon request.

WHAT! YOU MEAN BUY THEM?

In regard to Jim Wilson's remarks in Cycle News that he couldn't get Greeves parts or bikes. In the four years he has been riding this English bike, I can't recall that he missed many races. This young man is a great rider. He would be outstanding on any of the top five import motocross bikes. I now ride a Greeves. In my association with all the dealers where I purchased my bikes, parts and bikes were always available. It's sort of pitiful when any dealer carries the load in free bikes, parts, entry fees, etc., that to compliment his new sponsor, Jim Wilson attempts to give the public the impression that his ex-sponsor cannot furnish bikes or parts.

RICHARD POWER
N. Hollywood, Calif.

If Wilson's comments about changing bikes came across as derogatory, it is, perhaps the fault of Cycle News and not that of the young rider. When queried about the change, Wilson was all but reluctant in giving a response. And when he did, it was stated matter-of-factly, and certainly with no intent to malign his former sponsor. . . .ed.

voices

I.S.D.T. INFORMATION

I read your coverage of the ISDT in Spain recently and would like to know what I would have to do to enter the one next year in England. Also when and where it exactly will be?

My intentions would not be to be on the American Gold Medal Team, but rather to be a private entry. I plan to ride a 1969 360 Maico X4A. I won the 1969 cross country championship in the 500cc to 750cc class, cross country sportsman.

Could you also send me any information available regarding special travel arrangements, cost, etc. Are there any special travel arrangements for just the riders, or any that would include the accompaniment of wives and families, or would I have to make my own arrangements?

RONALD A. RAASCH, A.I.A.
Anchorage, Alaska

ISDT entries are being handled through the AMA for the first time this year. They will probably designate several National Enduros as qualifying events. We will keep readers posted when the AMA reveals its plans. Meanwhile, you should apply for an entry to: AMA, Attn. Mr. March, Box 231, Worthington, Ohio 43085. Travel will be inexpensively arranged by Studio City Tours. Wives are welcome. Good Luck!...ed.

DOESN'T LIKE OUR TESTS

"Power of Silence" was the 1st engineering type article I have ever seen in a motorcycle publication. Unfortunately, the 650 Yamaha road test was not. Both articles, however, clearly indicate that your primary obligation is to the reader and not the advertiser. Schneiders and Axtell are to be congratulated.

AMOS GARDLIN
Long Beach, Calif.

ARIZONA RIDING SCENE

As far as racing goes in Arizona, there is TT racing at Manzy, and Beardsley near Phoenix. Slaughterhouse Gulch, located near Prescott (northeastern Ariz.) has a fine cinder covered track. In Tucson there is Tucson Speedway. To the north, Flagstaff holds infrequent, badly planned TT's.

Motocross is now limited to Manzanita Speedway in Phoenix, and a track in Tucson. The new track at Beardsley folded for lack of funds.

Drag racing is big at Mel Larson's Sportsland Raceway, 10-miles west of Phoenix.

Desert riding for kicks IS being limited by the Federal and state governments. As you know, more than 65 per cent of Arizona is under government control. With the danger of fire and the ecology thing, bikes are being pushed off the park lands and onto private lands.

The U.S. Forest Service officials I talked with here were evasive and said the bikes were being destructive to many forest areas, and that it was more or less up to the individual Rangers who look like the Smokey Bear type.

In the city, bikes have been banned from off-the-road use of all municipal land (we have the world's largest municipal park). And the city council has forbade the use of any vacant lot by bikes because of the dust and noise pollution problem.

I'm sorry that the tone of my report is so glum, but Arizona is fast becoming a sorry place to own a bike.

RANDY D. BAILEY
Phoenix, Ariz.

MEET AN "UNKNOWN"

It would be interesting to run some pictures of some "unknowns" in a few issues of Cycle News. I was at the Whiterock Inter-Am and I saw this guy doing DeCosters over jumps and all, just super natural. He's 15 years old, lives in Tiburon, California, and his name is Gilly Norman. He wasn't way

Gilly Norman (for Debbie).

up front, but a lot of these kids just starting out (I found out this was Gilly's 3rd race) really put on a show. I think we'll see them take hold of the top someday. Well???

DEBBIE SANDERS

P.S. Hey, how about another North vs. South challenge? I mean seriously — where everyone shows up.

Photo credit for last week's coverage of the Trans-AMA event at Saddleback was inadvertently omitted. The photographer responsible for the high-quality pictures appearing on page 16-17 was Ron Szilagyi.

EXPENSIVE DAY

After attending the Trans-AMA motocross at Saddleback Park (Nov. 15) I wonder if the sponsor and/or the A.M.A. have any brains. First of all a $5.00 entry fee is ridiculous. I saw more European stars and witnessed more races at last year's Inter-Am and paid $4.00. I then proceded to the pit area to get a glimpse of all the exquisite machinery. This was an impossibility because I was broke and there were security guards charging $1.00 for pit passes. So I waited one hour until 10:30 and a man announced over the speaker "the schedule of events". Practice was scheduled for one and a half hours (wow!), and the first event scheduled for 1:00.

There were four events, two of which the Europeans participated in. It all added up to a poor program. I guess it is all that can be expected of the A.M.A. I am sure many people shared the same feelings about this poor excuse for a championship motox. By the way — Is the A.M.A. trying to better the sport of motorcycling?

MARC KRATZER
Claremont, Calif.

WHAT, INDEED?

What can we do about these laws keeping the desert riders off the desert? We have four trail bikes in our family. We like to ride in the desert on weekends and whenever we can. The new laws keep us out of the desert and it seems to me it is going to keep all clubs out also. It seems that dirt riders had better band together and do something about these laws. What right has the county to say we can't ride on open land that is not fenced or posted?

RONALD E. BRANDT
Diamond Bar, Calif.

LIKES OUR TESTS

In your Nov. 10 issue — excellent test of Yamaha 650. I am really tired of reading normal "test" reporting...¼ and top speed and paint color. It seems to me one or two times a year cycle mags could do a good test, 5000 miles over a couple of months to really find out and report problem areas. I got a new bike and in six months had problems from leaky gas tank to bum low gear. Your type article shows, I think, almost a normal run of problems.

E. ARMSTRONG
San Jose, Calif.

WAIT AND SEE

I went to the local motorcycle shop to get your paper. While waiting in line I went and looked at the Bulletin board and saw the poster for the Barstow to Vegas race. While reading it I noticed that this year they're going to start the Novices off 15 minutes later than all the Am/Experts. This is really dumb. If anything they should start the Novices first or the same way as last year.

By the way, how are they going to tell the overall position for a Novice? How are they going to figure it out? Are they going to be clocking at the finish line?

DENNIS TOMLINSON
Bellflower, Calif.

Search us. But the San Gabriel Valley M.C. usually knows what it is doing...ed.

LIKES NOISE

Our shop received your 'extra' edition concerning noisy motorcycles today. As business was slow, I had a chance to read through it. I was a bit miffed at your almost-exclusive mention of the Yamaha Enduro line, and never a peep about Kawasaki's E series, which also offers spark arresters and baffles to deaden noise, with the Krizman patent. Perhaps you could either not have mentioned any brands in particular, or all that carry good mufflers.

Your article was a good one, and the 'extra' free edition certainly lends an importance to the message. For all bikes sold for normal street and trail use it had a point. I know how bad it can be, not being able to hear the person you're riding with on trails.

Yet, I know I would miss the excited feeling I get whenever we near a track and hear the roaring of the competition machines. It's something unique — the quiet at the track when you arrive, the first few machines starting and coughing, then practice and yelling over the sound for a last adjustment, quiet during riders' meeting and National Anthem, and then again the straining of the machines during a race. And when it's all over, that special sound is gone, the smell of fuel mixture burned fades, and it's back to that quiet, unpolluted-by-sound world.

MARTY SCHREURS
Des Moines, Iowa

A point well taken. But it is our contention that you may soon "excite" yourself out of places to ride. For it is the imitators of these track noises that cause non-motorcyclists to complain and, consequently, areas to be closed...ed.

SETTING SCHNEIDERS STRAIGHT

We feel it is necessary to set Mr. Ron Schneiders straight regarding his reporting of the 1970 JACKASS ENDURO. Anyone who read his article might think that the enduro was put on by a bunch of guys that took the money and ran. The Foothill Hawks M.C. have been around for more than 15 years and have been using the Red Mountain — Trona area long before any other organization.

Mr. Schneiders stated the course was easy, yet he managed to lose 81 points. The more experienced riders did well, and said they enjoyed the course very much. If Mr. Schneiders would have taken the time to talk to other riders, he might have written an article which expressed popular rather than personal opinion. True, the early riders did finish early but the last riders finished after 2:00 p.m. and our cleanup crews did not get in until just before dark!

In spite of Mr. Schneiders' article we hope to see everyone out at the 1971 National Championship Jackass Enduro.

FOOTHILL HAWKS M.C.

SWANSON THANKS YOU

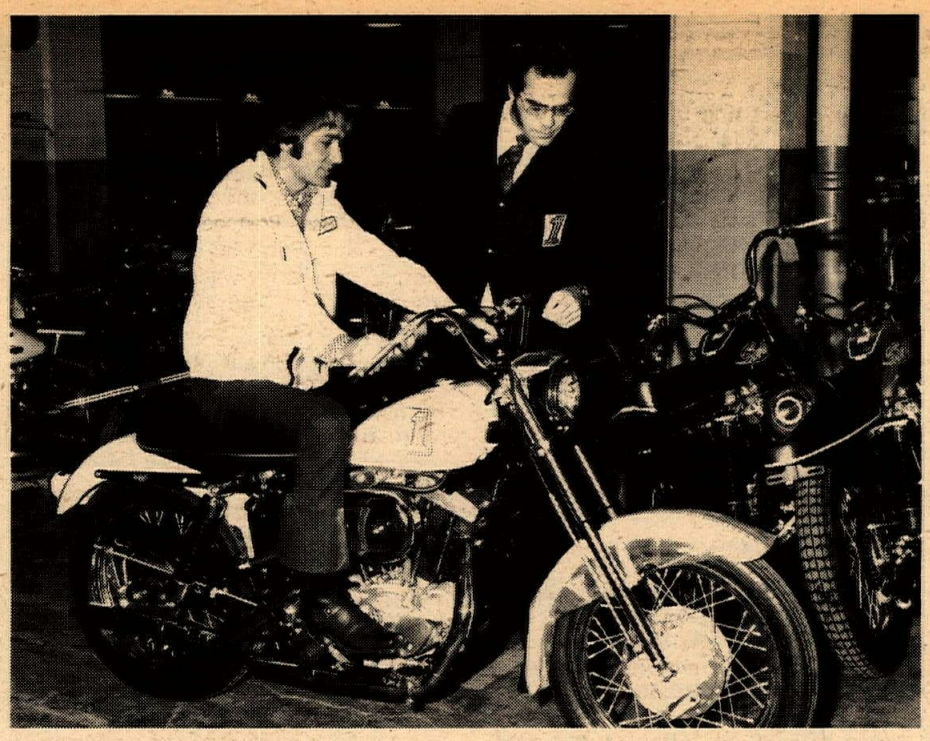
I would like to thank the guys who stopped and helped the injured 100cc Yamaha rider a few minutes after the start of the Jackass Enduro. I was in position No. 10. Also, if you have any info about the accident, would appreciate hearing about it. I got konked out and don't remember a thing.

BILL SWANSON
746 Morada
West Covina, Calif.

HOUSTON'S NEW CYCLE PARK

I am a motocross rider, and was very disappointed last Spring to hear that the best Houston-area track would be closed. Alas, it was no rumor, so I formed a unit to purchase some property north of Houston that would be a good investment, and at the same time, a suitable location for a cycle park. Cyclesports, Inc. was formed to operate and promote the races, and we were off with a racetrack. The park itself is on a river, and features a large lake. The motocross track is between the lake and the river, and is well shaded by large trees. The course is 7/10's mile (to be expanded) and features many good jumps, turns, sand, mud, etc. The rhythm of the course is very good, and although it is a tough course, it is also lots of fun. The races are on the first Sunday of each month.

BOB ATKINS
Houston, Tex.



MILWAUKEE, WISC., Nov. 11, 1970 — The Fastest Man on Four Wheels, Gary Gabelich, is also a two-wheeler fan after growing up in the heart of cycling country, Southern California. The mentor of the Blue Flame Rocket Car had recently been given a congratulatory gift by Harley-Davidson, a new 1971 Sportster. To top it off, when Gabelich returns to Long Beach with hopes of going bashing about the desert, a new 100cc Baja will also be waiting.

AMA Sets Up Law Dept

WORTHINGTON, OHIO, Oct. 28, 1970 — At an executive committee meeting in Tenafly, New Jersey October 27, the officers of the American Motorcycle Assocation approved a program that is expected to have national impact in areas of motorcycle legislation and highway safety.

The new program calls for the establishment of a full-time American Motorcycle Association legal department that will coordinate national legal activity against unconstitutional and discriminatory laws against motorcyclists, that will serve as a sentinel on federal and state legislation effecting motorcyclists, and that will be instrumental as a lobbying force for motorcyclists and motorcycling interests.

The A.M.A.'s legal department will make every effort to cooperate and coordinate with the Motorcycle Industry Council and other legitimate lobby groups.

Sheriffs Covet Site

ANAHEIM, CALIF., Nov. 18, 1970 — The proposed Upson Downs Cycle Park, currently under construction at a former county-operated rubbish disposal site, met with objections from the County Sheriff's Department.

The objection arose because the sheriff's department needs a new police academy and pistol range and Orange County Sheriff James A. Music called the proposed cycle park area "ideal".

Director of parks for the county, Kenneth Sampson, recommends the land to be used for the park. However, a series of tests will be conducted to check noise and dust levels. Also proposed is that all bikes must be muffled.

Vacaville Lives!

VACA VALLEY, CALIF., Nov. 16, 1970 — Good news for Northern Californian road racers and their fans came this week in an announcement from the San Francisco chapter of the Sports Car Club of America.

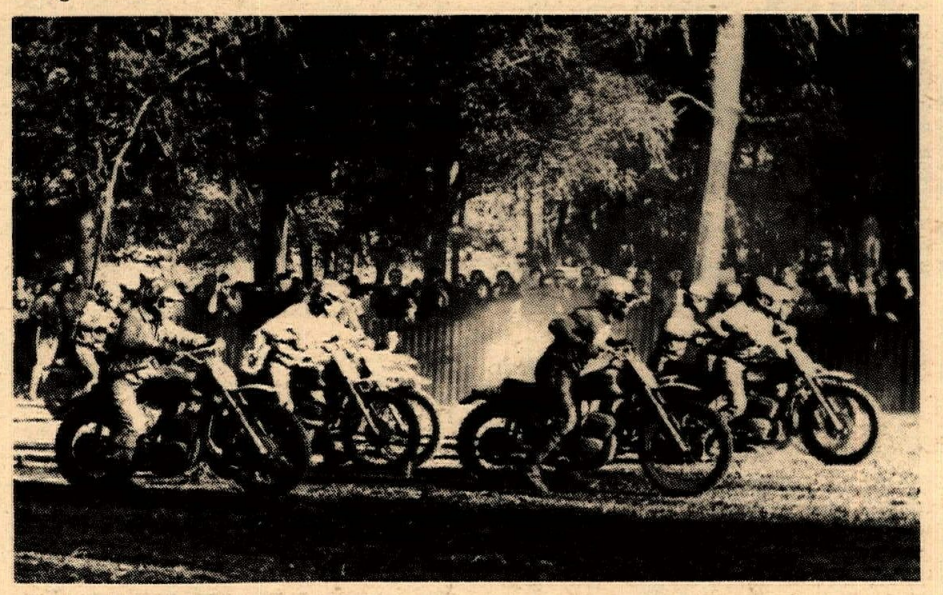
After 10 months of negotiations the SCCA has leased the venerable road racing circuit for two years. The four wheel club has plans and money to resurface the deteriorating asphalt of the two mile, nine turn course and that promises to be a boon to motorcycle roadracers here in the bay area.

SCCA safety regulations will require the resurfacing and addition of guard rails along certain portions of the course. Improved spectator facilities including permanent restrooms are also in the works for a later date.

All this must sound like a dream come true to the riders and fans of the northern chapters of the American Federation of Motorcyclists who, in the words of AFM president Dave Scott, "have struggled along with that bloody awful track long enough."

Scott, who is the San Francisco chapter's number one rider for 1970, says that, "Next to the SCCA we are the club most interested in the Vaca Valley course. The improvements will mean a lot for both the San Franciso and Sacramento chapters. We made money this year and now we have an excellent outlook and will be looking forward to an even greater year in 1971."

Representatives of the SCCA and the AFM will meet soon to finalize next year's racing calendar.



HOUSTON, TEX., Nov. 15, 1970 — The banks of the San Jacinto was the site chosen for Lone Star Inter-Am Motocross.

The track looked like a ten mile enduro squeezed into a few acres winding in and around the mighty trees and up and down through awesome mudholes. It looked like a real challenge to man and motorcycle. In the foregound are Miroslav Halm (5) and John DeSoto (20). Photo by Dodie Stingley.

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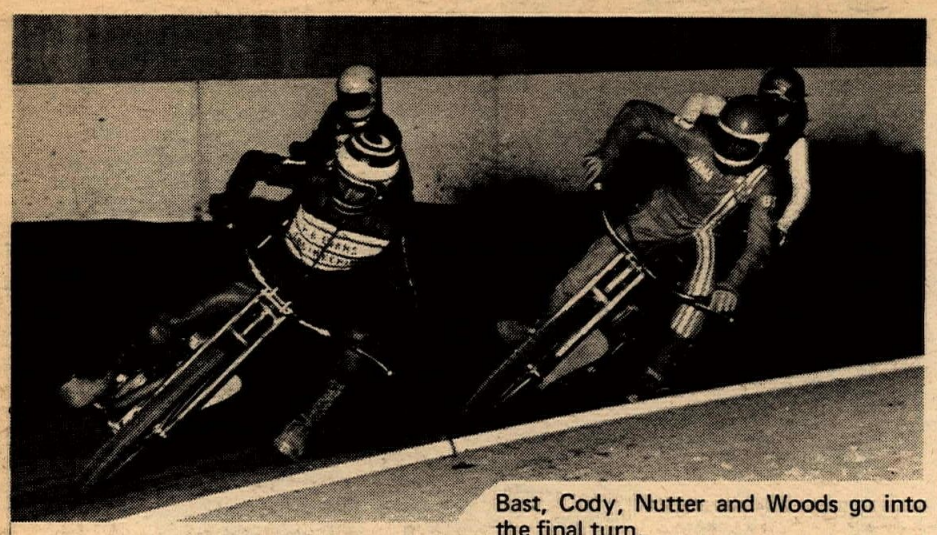


Bast, Cody, Nutter and Woods go into the final turn.

By Dennis Greene

BAKERSFIELD, CALIF., Nov. 20, 1970 — In the last and most exciting race of the speedway season, Steve Bast demonstrated to a record breaking crowd that indeed, Bast is Best. To keep the excitement at a fever pitch the promoters instituted a new scoring system which was not necessarily any better than the old system but which has the advantage of keeping the winner a secret until the very last race of the evening. In the new system each rider is given a certain number of points in each event, depending upon where he finishes. First gets 3 points, second gets 2 points, and third gets 1 point.

With the new system, the last event was, as planned, the most exciting. Not planned, but contributing to the tension, was the fact that probably the best four American speedway racers were on the line for the last event of the season. These were Rick Woods, Sonny Nutter, Wild Bill Cody and Steve Bast. Meanwhile, sitting in the pits chewing his fingernails, or smoking furiously or whatever his thing is, was Larry Shaw, who just happened to be in first place with 13 points. Larry was going to lose first if anyone but Rick Woods won, so depending on how things turned out, he might wind up anywhere from first to fourth.

Steve got off the line first and turned four of the fastest laps ever seen on the fast Bakersfield track and retained his title of Class A speedway champion for another season. Larry Shaw had things go as well as could be expected, considering that he wasn't in the final race: he wound up second with 13 points. Bill Cody was third with 12 points. Rick Woods was a distant seventh.

(Results on page 20)

Not Enough

By Alex Arr

SAN GABRIEL, CALIF., Nov. 12, 1970 — He saw a need and has built a thriving business in meeting that need. That's Glen Specht and his firm is Glen's Rentals here.

The need he saw was for trailers to haul motorcycles to races and rallies and recreational areas. Within a year he has built up a fleet of nearly thirty cycle trailers, adding about two per month, from his first Aragon 3-rail cycle trailer.

The demand for rental of these cycle trailers has become so strong that Glen's now requires advance reservations for their use for weekends.

Specht has been in the rental business for seven years, specializing in transportation equipment, including furniture dollies, two bars, motor hoists, and car trailers. He said that he expects the cycle trailer rental demand to continue upward and that he plans to continue to adding to his cycle trailer fleet to meet such a demand.

Many weekends, he says, he just doesn't have enough cycle trailers.

PERRIS REVIEW

By Elaine Jones

PERRIS, CALIF., Nov. 21, 1970 — Doug Mason rolled to victory again in both 100-125cc and 250cc Amateur-Expert classes to make it three weeks in a row. They were smooth rides as he never made any apparent mistakes.

In the 100-125cc class Larry Schwimmer and Paul Lambert were going round and round with Schwimmer pulling that one out for the second spot.

The 250cc class saw Skip Gallagher hold off the rest of the field for second and Mike Hogoski third. Skip has just earned his Perris Amateur rating and is doing well in his new class.

Mike Posey came out for the second time this year and led the big boys around for the win in the Open Am-Ex. class. Two Novices, Boyd Mason and George Gillespie each took turns trying to knock him out of the spot but were't successful. Mason ended up second and Gillespie third. Both Andy Skeel and Tony Denius were having machine problems which kept them out of contention.

Dean Mackelprang, who hasn't been out for quite awhile, took his CZ and kept it in front more than anyone else to win the Open Novice. Jim Hayes, Triumph mounted, got out there once but it wasn't enough and he had to settle for second. Ray Shafer was third.

Walt Foster said he was going to win and that's exactly what he did in the 350cc Novice class riding a fine out in front by a good distance race. Walt has just moved up to the bigger machine and looks like he is going to be right at home with the big boys. Ken Miller was second and Helbert Hessehive third.

Bob Bramlett took the first Division of 250cc Novices over Mike Wilson and Michael Horton.

Terry Traver was the winner of the second Division of 250cc's winning over Bob Stribling Jr. and Bill Hisey.

Jon Mudd seemed to have no trouble winning the 175-200cc class. Bob Frauenberger was the only one who ever got close and really never did put any pressure on Jon. Corky Bellah has third place nailed down as he has been there for three weeks running.

Roy Addington moved up the ladder as he copped first place honors in the 125cc Novice class. Norman Blake was second and Jim Ashley third.

Rick Draudt came back in spades this week after blowing up last week with two wins in his hip pocket. Nobody got even close and the 100cc Novice, second Division was his. Steve Bales was second and John Shipley third.

Keith Paxton was the big winner in the First Division topping last week's winner Ken Miller and Danny Horton.

(Results on page 20)

Ascot Pedestrian Robs Wright of Win

GARDENA, CALIF., Nov. 20, 1970 — Weekly motocross at Ascot Park is always a wild affair, but seldom more so than last Friday night. All the classes were up for grabs as crashes and bad luck knocked out some of the top contenders.

Rich Thorwaldson was caught out of gear on the starting line as the 500cc Senior event was waved off. He valiantly played catch-up, but luck was against him this night.

The night got worse after Jeff Wright, Rickman-mounted, and Greg Cunningham (Yam) were duelling hot and close in the 125 Senior class. Wright had taken the first two motos, giving Greg two seconds. Then in the final moto, Jeff had the lead, closely followed by Cunningham, when a stupid spectator strolled across the course right in front of Wright, knocking him off the bike. Jeff remounted and came from dead last to finish fourth, but it was not enough. Cunningham took the moto and the win for the night.

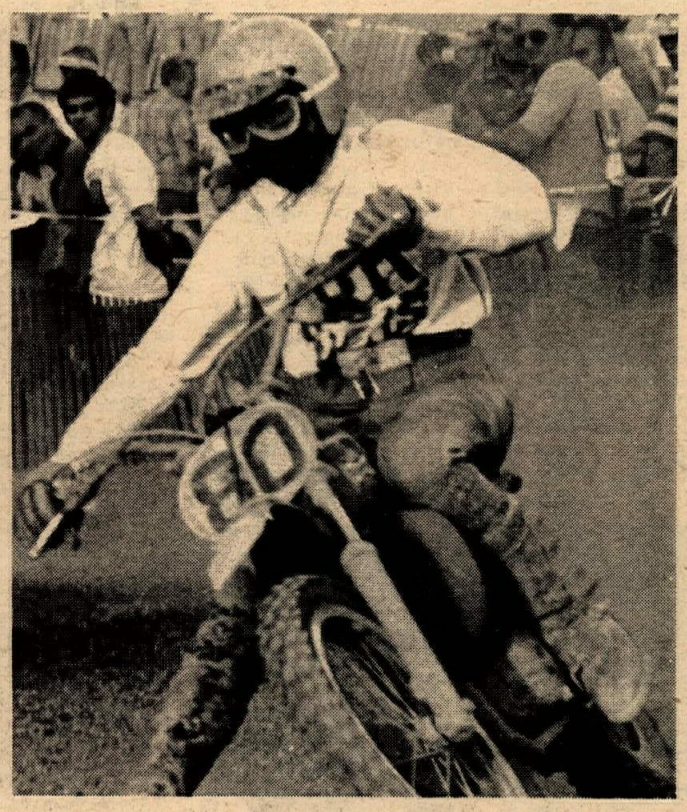
The errant spectator could not understand why the Wright crew was so mad at him. "So you lost one little race," he said.

Jim Heath, CZ-mounted, won the first moto of the 500 Senior class, but Mike Cram (Mai) took the next two with speedy style and outpointed the expert big-bike contenders.

The 250cc Sr. series was also a wild and woolly go. But in the final tally, Bob Messer had taken the class win on his Maico. Steve Ellsworth wound up second on a Bul.

(Results on page 20)

These two Husqvarna riders are the toughest motocross combination in the business.



World champion Bengt Aberg outdueled Ake Jonsson to win the Phoenix Inter-Am on November 15 in as tough a race as you're likely to see anywhere. Aberg and Jonsson both rode magnificently but the Husqvarna speed capability was too much for Jonsson in the end. Husqvarna mounted Bob Grossi finished a strong fifth to take the top American spot.

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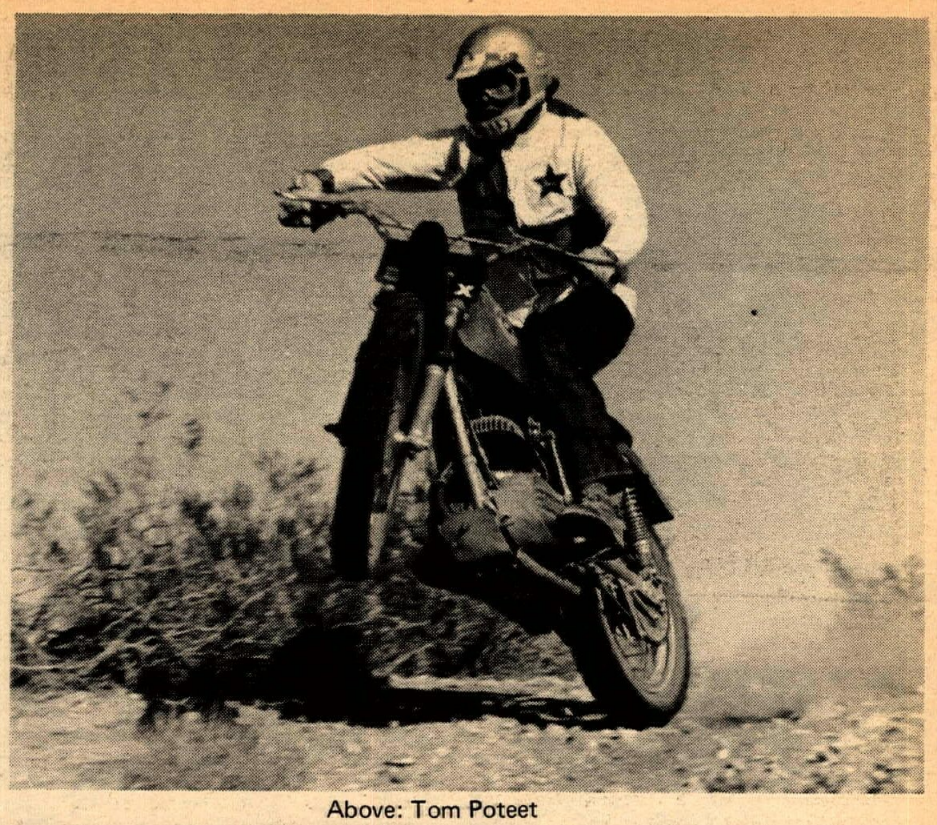


Above: Tom Poteet

By Dick Wright

Poteet Takes Buzzard Bash From Start

FOUR CORNERS, CALIF., Nov. 22, 1970 – Tom Poteet, No. 4x on his red Bultaco 250, had everything go just right for him and, some of the fast boys say, "When Poteet has a good day watch out, he's almost unbeatable." Poteet has the number one spot in the 250 class in the bag for this year but it's another story in the Open class. Whitey Martino, No. 1, came in second on his Husky taking first Open class, which helps him in his close battle with Rich Thorwaldson, for the number one big bike number. That is a big prize, worth lots of money and such, and they are very close.

The 100cc number one plate also is still not decided as Terry the Tiger Clark got another win on his Harley-Davidson, and Jack Morgan took Fourth Expert in the 100cc class. Don't forget that only the best twenty rides count, so it's still a close battle in the Open and the 100cc classes. "Good luck."

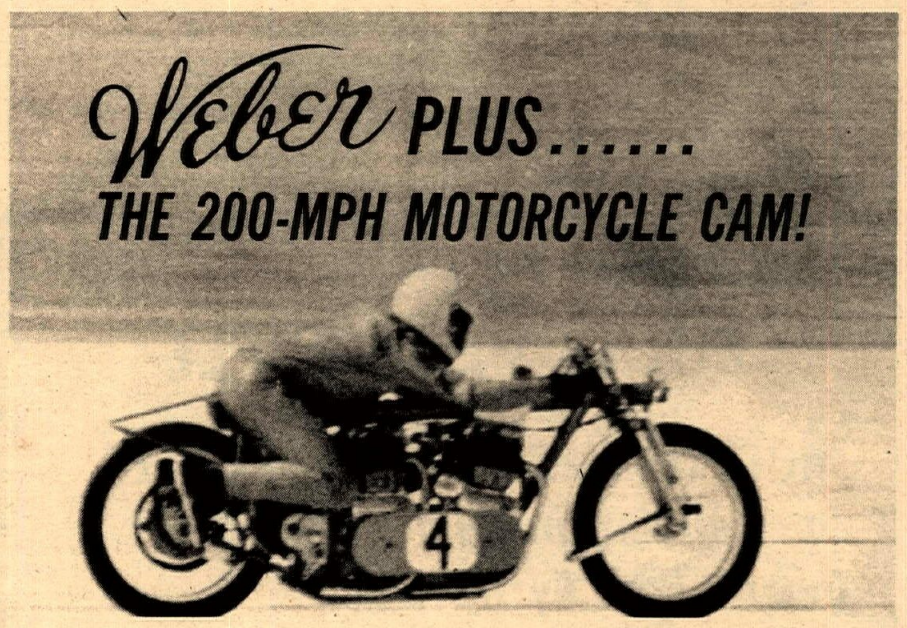
There was a long line of riders at the start, at least five hundred, at the drop of the banner they all fired and went out through the bushy territory heading for the smoke bomb. There were a lot of trails so there were many leaders at first but at the smoke bomb it was Tom Poteet, with a good lead over J.N. Roberts running second; Poteet got with it on the first loop and had a good lead coming through the pits of at least four minutes over second man Bruce Dunford, No. 200, on a Husky. Martino was running fourth, but was not wasting any time. He was just hitting the high spots.

The dust was a big factor in this race, but not for the leader; all he has to worry about is keeping his eye on the lime. The Buzzards did a good job and Poteet came in for the win with about a four-minute lead. At the finish line he said, "It's about time I had some good luck. My luck has been running so bad lately...The course was great and my bike ran smooth all the way." Martino was second, catching Bruce Dunford napping a couple of miles out. Dunford, No. 200 and Husky-mounted, pulled in right behind Martino. Tom Muto, No. 300, also on a Husky, was fourth. Steve Kirk was next on a Montesa followed by Rich Thorwaldson who got a late start. Rich moved up through the pack to sixth on his Rickman. Jerome Ruzecka, No. 195mx, came up out of the blue to take first 250 Amateur on a Husky. Jim Brown took second 250 Amateur. Wayne Garrett, No. 77x took first 125 on a Yamaha. Larry Mahoney, No. 187 had a good ride on his Triumph Rickman taking first Open class. A very happy Robert Russell, No. 618 was the first 500 Amateur in on a C.Z. and the very dusty and tired Joe Krogstad took first Novice on a Husky.

Terry Clark led the 100cc class to the smoke bomb, but missed the right turn about three miles out and took a couple other riders with him down the wrong trail. But he was able to move up past the fifteen places he lost and take over the lead about five miles before the pits. Jeff Wright, No. 4 was right with him on his Rickman and he moved into second place just before the pits. In third was Mitch Mayes, No. 23, on a Harley-Davidson.

There were a lot of riders to pass on the second loop and there was a lot of dust, so now it was a matter of which riders could make the passes the cleanest, because in this class you have to finish in at least the top fifty to win. Clark was able to move up and come in for the win, Wright was a minute behind, and Mayes was third. Doug Winchell, No. 705 was the first Amateur on a Kawasaki. Craig Forney, No. 148 took second Amateur and John Boone took first Novice on a Honda.

(Results on page 20)



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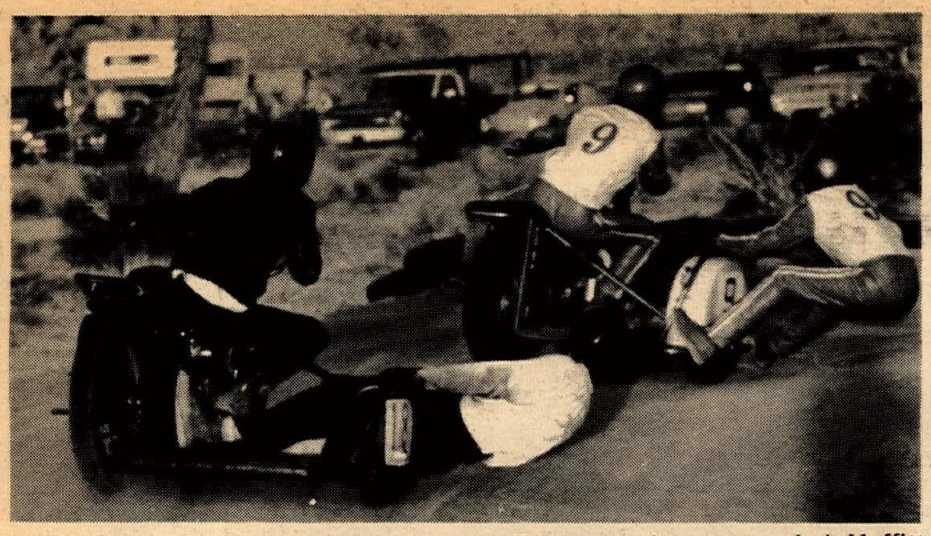
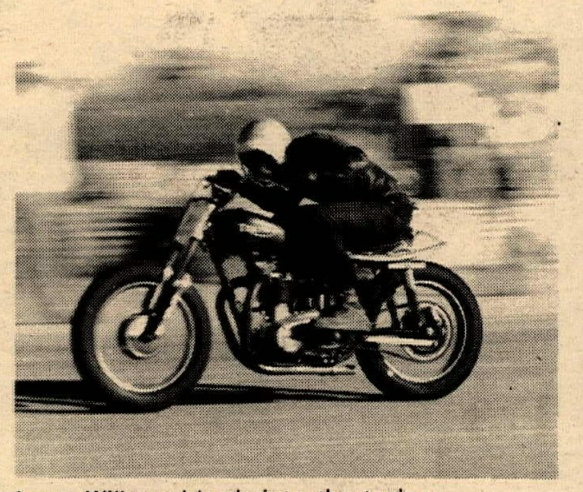


Sidehack winners Jim Moffitt and passenger Erickson lead runners-up Jack Moffitt and Nick Sotenos.

250cc Expert class gets away with winner (74) Scott Smith, runnerup Tom White and 3rd place Steve Nichols, Dannie Hockie and Chet Burt all pulling triggers.

500cc Expert pacesetter Jim Connolly assumes semi-crouch for streamlining as he pilots his Greeves off the Adelanto launching pad.

ADELANTO ACTION



Larry Wilburn blends into the tank on fast straight.

By David Swift

ADELANTO, CALIF., Nov. 22, 1970 — Larry Wilburn took top honors as Open Expert in the eight-lap main event at the TT Scrambles held here by the Simi Valley M.C. At the starting line, the racers blipped throttles nervously waiting for the starter. Front wheels bobbed up and back while everyone, including the starter, grew impatient. Everytime he moved, a couple of riders jumped the line. One man, then another, is moved back. Another false start. A man is turned around. A sloppy start that is flagged. Then a better one.

After two laps Ron Powell crashes hard, nearly breaking his leg. Another start, and the race looks good. Wilburn has been out front throughout this fiasco and was declared winner when Powell's bike reacted violently coming out of a power slide causing him to crash even harder. He lost consciousness for three minutes, but didn't seem to be hurt.

Mike Hannon powered his Triumph to a super-easy Open Amateur win, finishing the last lap with one hand on his hip and giving folks a "Where'd everybody go?" look. The action for second place saw five riders really mix it up. Neil Winston and Bud Wall were eventually the next two over.

The two top sidehacker teams were never more than a few feet apart; the action was a show-stealer. The Jim Moffitt — Clay Erickson teamed jumped into the lead in all three races. Only in the second contest did Jack Moffitt and Nick Sotenos get around them. Moffitt — Ereckson, decked out in spiffy orange-and-white matching leathers, were the overall winners followed by Moffitt — Sotenos, who seemed to look more like classic movie villains. (See cover of Cycle News, Nov. 17, 1970.)

Scott Smith worked a doubled shift, taking both the 125 and 250 Expert classes. He won the latter aboard a Yamaha twin that screamed. Tom White, the new HRA No. I, was right behind waiting for a mistake that never came.

A 500 Expert, Jim Connelly, grabbed the lead right away and held on to it. Meanwhile, Ed Mitchell was working his way up through the pack in good style, eventually getting around Sandy Armstrong for second.

Young Danny Hockie, fourth as a 250 Expert, won the sparsely populated 200 Expert event, both aboard Ossas. Diane Connelly followed husband Jim's advice, taking the Powder Puff.

After each main event, the winners would get to power into a corner, posing for a photograph that would go on the trophy. A nice touch by the Simi Valley M.C., and a good way to end a good day.

Glenn Redding, the dude that runs things at Adelanto, would like to squelch the rumor that there is no point run at Adelanto next Sunday. It's still on.

(Results on page 20)

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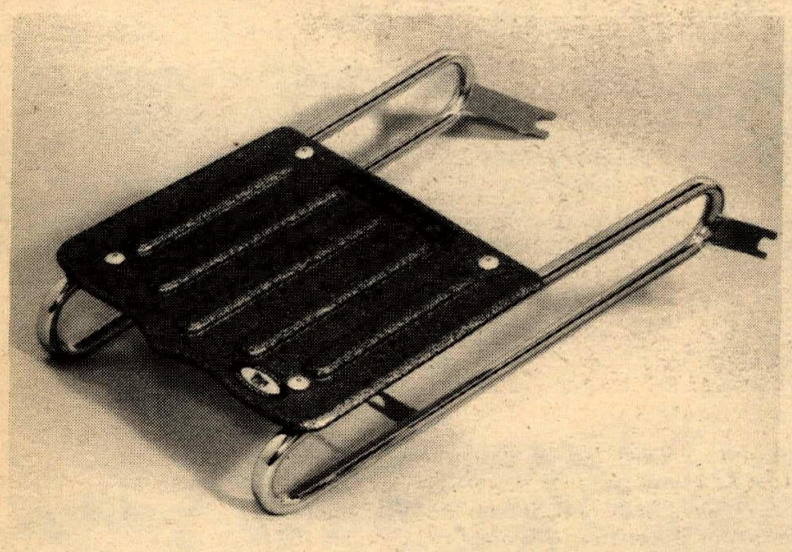

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125's THRILL H.BEACH TT

By Gary Schmythe

HUNTINGTON BEACH, CALIF., Nov. 22, 1970 — The 125 Expert class was the real thriller in this last day of the Huntington Beach TT season. The guys were going so hard you couldn't really tell whether it was the last day of the old season or the first day of a new one. Bobby Butt on a Yamaha was first into the turn but sitting right on his tail was Dennis Briggs on a Kawasaki. Somewhat farther behind was Robby Burg on a Yamaha. Butt set a fierce pace but Briggs was able to hold on until the next to last lap when Butt made the

hoped-for mistake: He missed a shift going over the jump. Butt only lost a couple seconds, but that was enough. Briggs jumped into the lead and held it for the remainder of the race. Butt recovered enough to hold second and Burg finished where he started, in third.

Chris Morland (Kaw), Keith Crecelius (Kaw), and Jay Dalton (Kaw) were having a real dog fight out of it in the 100 Novice class. But with two laps to go Morland streaked ahead of Crecelius for the win. Dalton settled for third.

It was the day of the Yamahas in the 125 Novice class. Dave Tudor, Mike Murphy, and Gary Kaufeld all on Yamahas, traded the lead on every lap. Finally Tudor went ahead on the yellow flag, and held on for the win, with Murphy taking second and third going to Kaufeld.

The Buls locked horns in the 250 Novice corrida and Doug Perrault got to the checkered first. Keith Crecelius (Bul) took second and back in the number three spot was hard charging Mike Perez (Yam).

The 250 Expert proved to be an Ossa-go-round. Carol Heighland (Ossa) took the number one place, while Tom Francisco (Ossa) took second. Jim Russell, Steve Lunde (Bul), and Fred Timberlake (Kaw) all tied for third.

Brian McMillan (Yam) did his thing in the Open Novice for yet another win while Jim Russell (BSA) was able to hold off Dick Wallace (BSA) for second place with Dick taking third.

The Open Expert found all that hairy stuff lined up and ready to go, and go they did. Vince Zine (Tri), was going like the hammers of hell and Bob Leford was breathing all that blue smoke in second place. A well-deserved third went to Jimmy Raymond (H-D), making his first ride after that nasty crash earlier this year.

(Results on page 20)

SADDLEBACK

By Dave Swift

IRVINE, CALIF., Nov. 22, 1970 — More than 300 riders appeared to compete in the AMA sanctioned European Motocross at Saddleback. Several riders and bikes couldn't complete the two 25-minute motos; a new 370 Suzuki was pretty well bent in the last race of the day.

John Rice, the new No. 1 for AMA, was the top 125 Expert and took third on his 400 Maico.

Expert Glenn Lund powered his 250 C-Z for a win.

Mike Cram easily took the first 500 Expert moto but crashed and bent a wheel at the start of the second one.

In this race, Billy Payne and "John-R" got way out front and fooled around until Payne took the win. The final results: Payne, Cram, Rice. (All results are unofficial.)

RAITS TAKES DEADMANS POINT

By Dave Brown

APPLE VALLEY, CALIF., Nov. 15, 1970 — An all time high entry showed up for the regular motocross races at the 'Point'. Promoter Bob Dresslar separated the 253 riders into 19 different divisions and ran off 51 races between 10 a.m. and 4:30. The track was excellent and everyone seemed to enjoy the day except two riders practicing starts who managed a head-on collision at about 20 m.p.h. Fortunately, no terribly serious injuries resulted.

A decision by the County Board of Supervisors to keep the track open was made public on Nov. 9th and we won by 5 to 0. Thus the racing will continue on the first and third Sunday of each month. With the o.k. to continue, Dresslar is hoping to have the track enlarged and running through the rocks by next race day, Dec. 6.

Bob has also initiated a new intermediate class to run with the Seniors, but to be scored separately. This will move up the faster Juniors and allow some new trophy winners in the Junior classes.

John Burr managed to pick up the win in the 100 intermediate class on his Honda.

The 100 Senior win went to R. Rakasits on his Van Tech, and the 125 Senior belonged to Rickman-mounted Ray Lopez on his first visit to the 'Point'.

In Division IV of the 250 Junior class, Eric Raits brought his Ossa in for an impressive win. Eric has been coming out for some time and he was very happy about his first win.

The 250 Intermediate class went to fast-moving Mike Faulkner on his Husky. Mike has only been riding motocross for about 6 months and he led the combined Senior/Intermediate in one moto for 3 laps.

Jim Fishback on his CZ picked up the 250 Senior win with some excellent riding.

The 500 Senior go saw Bud Feldkamp pick up another win on his Husky.

(Results on page 20)

There were a lot of stars at Houston.
They had CZ in common.

Ottakar Toman (CZ) won the Houston Inter-Am on November 15, 1970. Miroslav Halm (CZ) placed third. John DeSoto (CZ) was first American and fifth overall. He was followed by Jacques Vernier (CZ) and Steve Mobbs (CZ). Greg Graham (CZ) won the 250 Senior National. Rocky Timmons (CZ) finished third. Joe DiLorenzo (CZ) and Fred Kalmick (CZ) were first and second in 250 Junior. You know what all these riders had in common.

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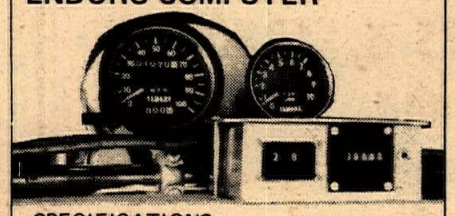

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Jonsson, Aberg Renew Inter-Am Battle

By Kevin Hill

SALEM, ORE., Nov. 22, 1970 — Mud, snow and freezing drizzle failed to deter some 2,400 die-hard motocross fans from enjoying a superb display of riding skills at the Salem version of the 1970 Inter-Am. The bad weather was the big problem as a light snow began to fall at precisely 9 am when the course was open for practice.

It got progressively worse until a soft blanket of snow covered the ground by approximately one inch. It continued to fall until moments before the first race when it warmed a bit and the snow turned into a freezing drizzle that persisted most of the day.

The ice and snow certainly didn't dampen the competitive spirits of Ake Jonsson and Bengt Aberg as they proceeded to put on a ferocious duel that made everyone forget his frost-bitten toes and numb fingers. Each time the International riders were on the course, even in practice, people rushed away from their bonfires and campers and massed along the main street sometimes overflowing on the course and giving the rent-a-cops something else to worry about besides their frozen fingers.

Undoubtedly, some of the jaywalkers simply didn't realize how incredibly fast these European aces could go on the super-slick course, or they would never had set foot out there so casually.

The first moto belonged to Jonsson as he took the lead early and held it over Aberg, who pressed hard all the way. Willie Bauer was getting it on pretty well on that 400 Maico and came in a solid third over AJS rider Rob Taylor and Husqvarna jockey and local hero Bob Leach, who was first American in the moto.

The second moto shaped up as another Aberg-Jonsson duel when Dave Bickers dropped out of second place with bike trouble leaving Jonsson with the task of trying to catch the flying Aberg, who had leaped into the lead at the start. Jonsson had made a good go of it and it looked for awhile like he would get by. There was very little room to pass on the narrow, slippery course so Jonsson just stayed within striking distance and waited for Aberg to make a mistake. However, this world champion makes few mistakes and that's the way they finished, with Bauer third again with a shaky lead over Bickers.

Leach was again first American with a sixth behind Taylor.

With the leaders tied on points going into the final moto, it was showdown time at the drop of the starter's flag. Down the straight and through the first turn it was Aberg once again. He literally attacked the course and carved his own banks and grooves, using his big healthy Husky like a weapon.

Jonsson, while not as spectacular, was running deceptively fast and began to creep up on the leader in a smooth, steady drive. This time the Maico factory rider was not to be denied.

Coming through the woodsy S "bend", Bengt Aberg got out of shape and dropped it, letting Ake Jonsson take the lead. Aberg was only down momentarily but there was no way to overcome Ake's lead with so little time remaining. With this win, Ake wrapped up the overall honors and, of course, Aberg was second. Bauer took a strangle hold on third place with a repeat performance in the final. Bob Leach turned in a fantastic performance and wrapped up top American honors by taking a sensational fourth place, beating some of the best riders in the world. This ride netted Bob a fourth overall. Bob Grossi was fifth in this moto and sixth overall as he also turned in a fine showing for an American rider.

Roger DeCoster earned the hard luck trophy due to his frustrated efforts. He got off dead last in the first moto and worked his way all the way up to eighth at the finish. Then, despite more trouble in the second moto he still managed to pick up seventh place and remain in contention. Then, at the very beginning of the final moto, his CZ decided not to run any more and he was out of it. If nothing else, the crowd certainly apprecaited his spectacular leaping style with his two catch-up rides.

Jay Carter came up from his warm California home to pull a clean sweep of all three motos in the 500 Junior class. He left the competition far behind in each moto and was the only rider of the day to score a real decisive win. Frank Sunada from Portland was second ahead of Craig Campbell and Rick Blackwell.

The 250 Senior was a clean sweep for Maico as they took the first three places. Bill Cook took the win and was followed by Keith Nerseth and Larry Mascotte. Bringing in fourth place was Gregg Heitman on a CZ.

(Results on page 20)

HAMMARGREN WINS

By John Connolly

HONOLULU, HAWAII, Nov. 22, 1970 — Christer Hammargren, riding a bike which bears the name of his hometown in Sweden, rode his Husqvarna over a near perfect course in Aanelhe, Hawaii, to take the top honors in the third annual Hawaii International Motocross Championships.

The 26-year-old Swede dominated the International heats, placing first in the Open moto and second in the last two before a crowd of 10,542 fans under a beautiful Hawaiian day.

Four other Europeans followed Hammargren, as expected, to make an almost clean sweep in the day's blue ribbon event. Sweden's Arne Kring, the defending Hawaii International champion took a spill in the Open heat, then crashed twice in the next after two laps, pulling a muscle in his left knee which forced him out of the rac. Hawaii's John DeSoto placed sixth behind the Europeans and first in the American division.

(Results on page 20)

Heavy Toll Taken In Nevada

By Don Weidknecht

SEARCHLIGHT, NEVADA, Nov. 1, 1970 — The grueling four-lap, 25-mile Nevada State Hare Scrambles Championship took a heavy toll on riders and machines as attributed to by the fact that of the 101 entries, only 42 riders crossed the finish line with their machines.

The riders who finished were awarded finisher pins as they crossed the line and Max Switzer riding a 400cc Husky took overall first for the big bikes. Bob Davison, on a 125cc Penton, grabbed top honors in the small bike class. The most unusual entry was by Kibby Scales, a Husky powered by a Sachs engine.

The course was laid out in rugged desert and mountain country and was declared "out of sight" by the riders. The big bikes were required to make four laps while the smaller machines made only three.

The race was preceeded by an overnight campout five miles south which made for a good spectator turnout for the races the next day.

In January, the sponsoring Groundshakers M.C. will put on a Hare and Hound race. This will be a first of its kind so don't miss it. It's guaranteed to be a great race for all.

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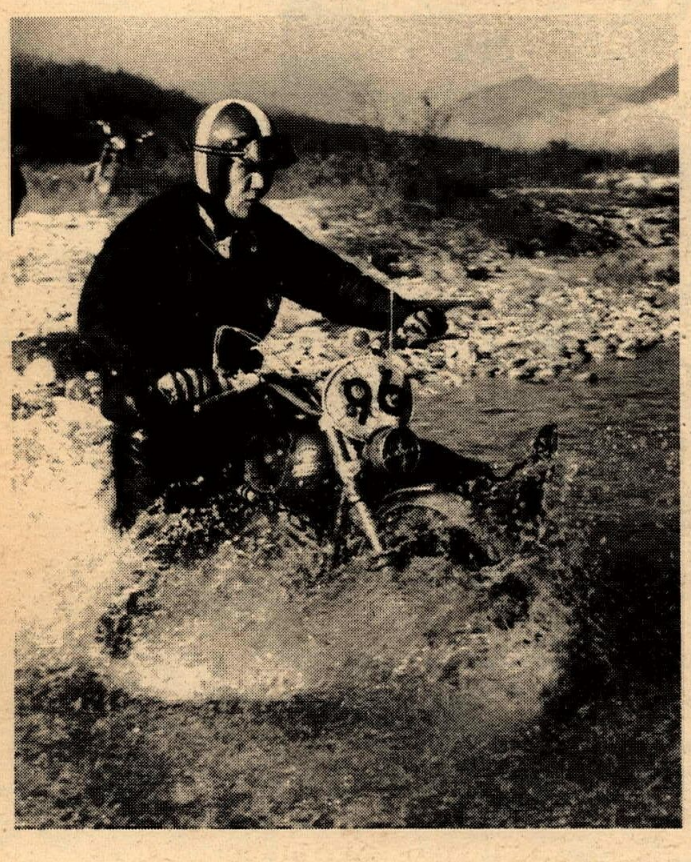

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ROGER DE COSTER, CZ, BELGIUM ★
MIROSLAV HALM, CZ, ★
3rd, 1970 250cc WORLD CHAMPIONSHIP
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★ MALCOLM DAVIS, AJS, 250cc BRITISH CHAMPION

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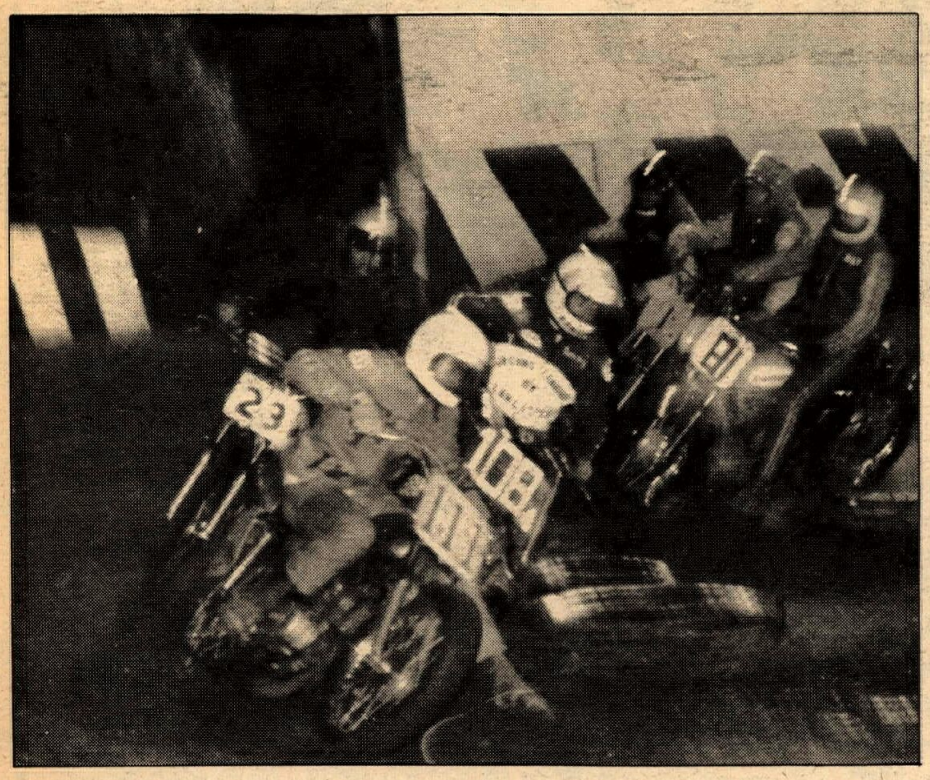
HORTON RIPS TROJAN

Story & Photos by Eddie Smith



SOUTH GATE, CALIF., Nov. 20, 1970 — Tommy Horton, sponsored by K&W Products of Whittier, rode to victory in three main events and one trophy dash Friday night at Trojan Speedway.

In the 100 TT Main Event Bob Sanders jumped into the lead off the line. Horton put his Kawasaki right behind Sanders'. Sanders and Horton moved into some traffic. Sanders took to the outside while Horton went inside where he took the lead and held on for the win. Paul Wilde (Yam) was second while Wally Jones (Kaw) took third.

The 125 TT Main saw Horton jump into the lead, followed by Bob Young, (Yam). Horton led all the way with Young taking the second spot. Wilde was there for third place.

Horton and Sanders battled again in the 100 Flat Track Main. Horton started pulling away to win by a good margin. Jones again settled for a third place finish.

In the 250 TT Main Horton took the lead going into the first turn followed closely by Chris Smith on a Montesa. On the sixth lap, as Horton was going over the jump, his chain snapped. Smith then took the lead but only for one lap. Bob Doornbos then took over and held on for the win. Smith was a close second with Bob Baker on an Ossa, third.

Horton also won the 100 TT trophy dash, riding his Kawasaki.

Lloyd Quintaro blitzed the 125 Flat Track Main Event. Following behind Quintaros' Yamaha was Dan Bousman, also on a Yamaha. Chris Davidson put his Yamaha in third.

Montesa mounted Chris Smith dominated the 250cc Flat Track Main all the way. Sanders, riding a Bultaco this time, placed second. Tim Wolf, also on a Bul, was third.

Smith also was the winner of the 250 Flat Track Trophy Dash. Doornbos won the 250 TT Dash on his Bultaco. Bob Young and his Yamaha won victor in the 125 TT Dash.

The bikes will be back at Trojan Speedway this Thursday and Friday for a full schedule of racing. Thanksgiving night, Trojan will put on their special Thanksgiving race. The riders then will return Friday night.

(Results on page 20)

PERRIS TRACK ROBBED

PERRIS, CALIF., Nov. 21, 1970 — The Burtons announced Saturday night that unidentified persons broke in Friday and took the Mini-Bike that was to be raffled off, eight or nine cases of beer, trophies, a record player and the National Anthem recording. Following the tracks made by the Mini-Bike they found at the end of the trail the words HA-HA PIG scrawled in the dirt.

The Burtons have promised that even if the things are recovered a new Mini-Bike will be given away.

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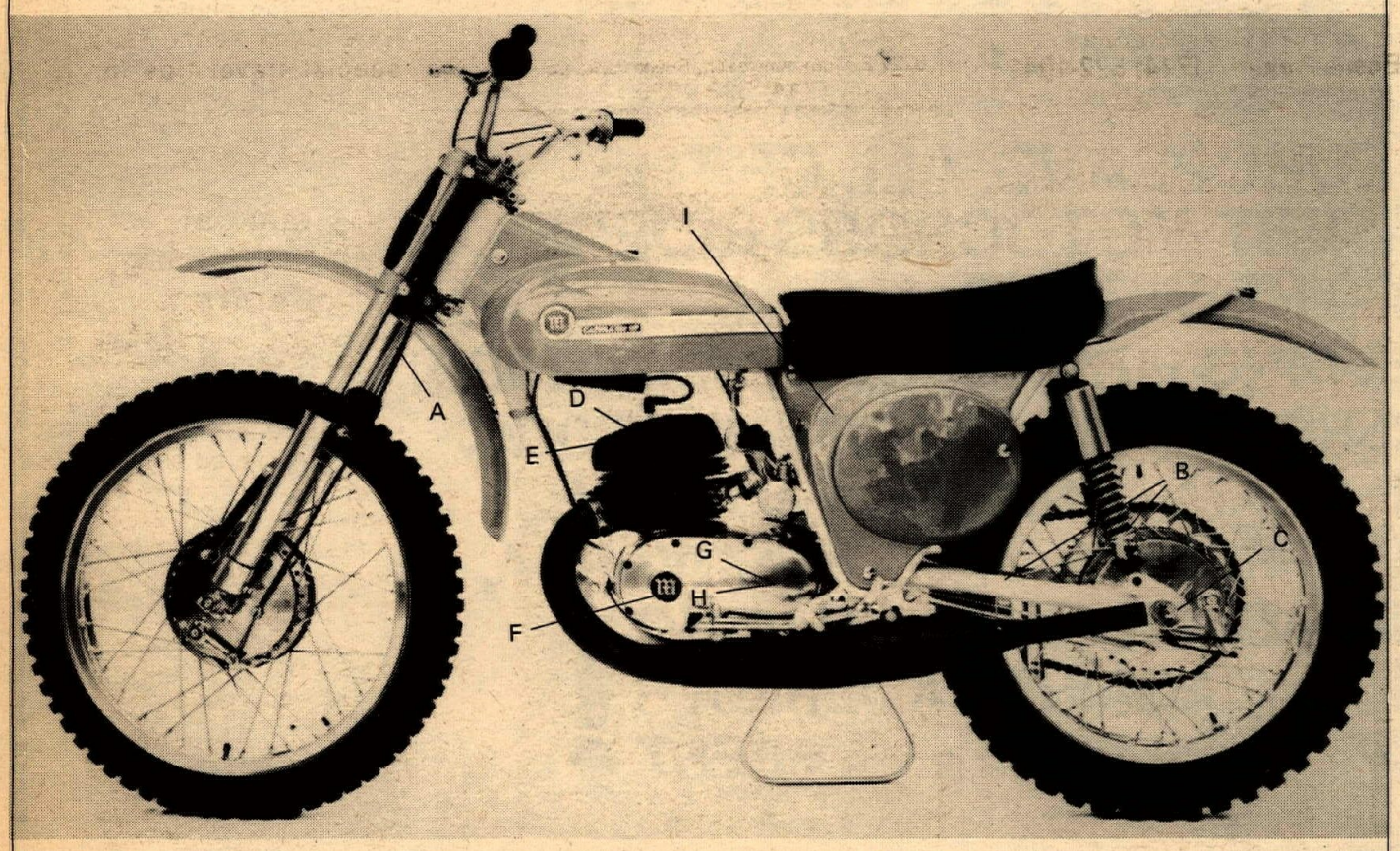

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19-69	European Scr.	1st 500cc Am.
Feb. 2-69	Carlsbad	1st 500cc Ex.
	Carlsbad	1st 250cc Ex.
Mar. 2-69	Moto X	1st 250cc Ex.
	Moto X	1st 500cc Ex.
May 3-69	Fontana	1st 250cc Ex.
	Fontana	1st 500cc Ex.
17-69	Fontana	1st 500cc Ex.
	Fontana	2nd 250cc Ex.
18-69	Bushmasters X	1st 250cc Ex.
	Bushmasters X	2nd 500cc Ex.
25-60	Saddleback	1st 250cc Ex.
	Saddleback	2nd 500cc Ex.
30-69	Santa Maria X	1st 500cc Ex.
June 8-69	Saddleback X	1st 500cc Ex.
14-69	Carlsbad	1st 250cc Ex.
	Carlsbad	1st 500cc Ex.
22-69	Saddleback	1st 250cc Ex.
	Saddleback	1st 500cc Ex.
July 6-69	Denver	1st 500cc Ex.
20-69	Simi Valley	1st 250cc Ex.
Lost record from 7-69 to 2-30-70 7 MO.		
Mar. 1-70	Perris	1st 250cc Ex.
	Perris	1st 500cc Ex.
15-70	Carlsbad	1st 500cc Ex.
	Carlsbad	1st 250cc Ex.
22-70	Bay Mare	1st 250cc Ex.
	Bay Mare	1st 500cc Ex.
29-70	Bay Mare	1st 250cc Ex.
	Bay Mare	1st 500cc Ex.
Apr. 3-70	Trojan	2nd 250cc Ex.
12-70	Viewfinders	2nd 250cc Ex.
26-70	Bay Mare	1st 500cc Ex.
	Bay Mare	1st 250cc Ex.
May 17-70	Bay Mare	1st 500cc Ex.
30-70	Pepperel	2nd 250cc Ex.
June 4-70	Ascot	1st 500cc Ex.
	Ascot	1st 250cc Ex.
7-70	Bay Mare	1st E.W.
11-70	Ascot	1st 500cc Ex.
14-70	Carlsbad	1st 250cc Ex.
	Carlsbad	1st 500cc Ex.
20-70	Mammoth	1st 250cc Ex.
July 9-70	Ascot	1st 250cc Ex.
11-70	Ascot	1st 250cc Ex.
12-70	Ascot	1st 500cc Ex.
12-70	Carlsbad	1st 250cc Ex.
	Carlsbad	1st 500cc Ex.
16-70	Ascot	1st 250cc Ex.
	Ascot	1st 500cc Ex.
26-70	Oxnard	1st 250cc Ex.
Aug. 9-70	Carlsbad	1st 250cc Ex.
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16-70	Ascot	1st 250cc Ex.
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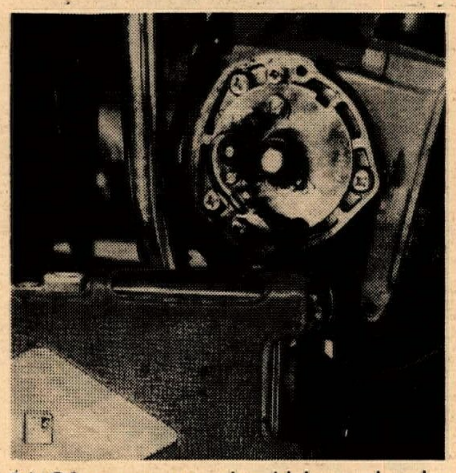
The Home Workshop

By Rod Breaker

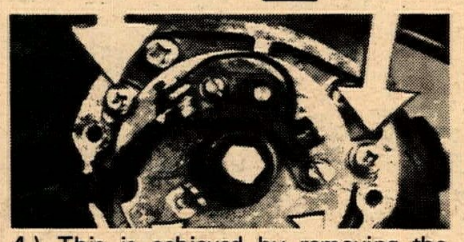
TIMING YOUR IGNITION WITH A TRANSISTOR RADIO

There is only one factor that controls whether or not you can use this method, that is that the only motorcycles that it will work on are those with a BATTERY IGNITION. The tools needed are simple, a screwdriver, a wrench and a transistor radio in good working order.

1.) First turn on the radio and adjust the band to a point on the wave length where there is NO station. This is very important that you pick a spot on the dial where you get no sound at all such as a remote station or a lot of static. Next turn the volume all the way up. Again you should not be able to hear a distant station. There should be no problem encountered here as there are many places on a radio dial that will not bring in a station.



2.) Of course you should have already cleaned and gapped (.014-.016thou.) the contacts. Now place the radio as close to the contact breaker as you can without it being in your way to adjust the timing. It need not be a large transistor as shown, one of the $4 jobs the size of a cigarette pack will do just as well. Remember that the volume must be turned all the way up.



4.) This is achieved by removing the point cover on the cylinder head and changing the ignition timing. To do this, loosen the two screws (large arrows) that hold the contact breaker plate in position. Just loosen them slightly so that the plate may be moved (rotated would be a better word) in either direction to bring the timing to spot-on. While this system may sound a little far-fetched, it does work and it is cheaper than investing in expensive timing apparatus. If your machine fills the bill with the battery ignition and the timing marks, give it a go, it will surprise you. Keep in mind also that the ignition switch must be in the "ON" position and that the battery has to be charged up for this system to work properly.

3.) Now using a 14mm wrench on the rotor nut just under the cover on the lefthand side of the engine, rotate the engine until it comes up onto the compression stroke. On the Honda 90 rotor, there are two lines marked 'T' and 'F' and there is a stationary pointer mounted on the case. The 'T' when aligned with the stationary pointer indicates that the piston is at Top Dead Center while the 'F' line indicates ignition timing with the automatic-advance unit in the 'retard' position. As the engine is rotated slowly in the direction of normal running (in this case, counter-clockwise), as the contacts break, with the ignition key turned on, you will hear a loud static "crack" over the radio. The object is to get the radio to crack at the exact moment that the "F" line aligns with the line on the stationary pointer.

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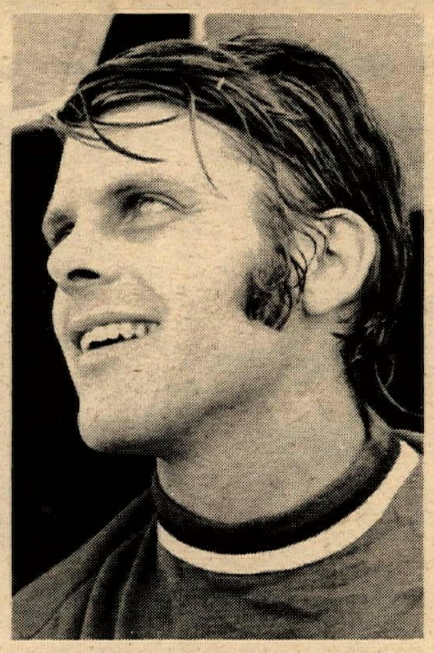
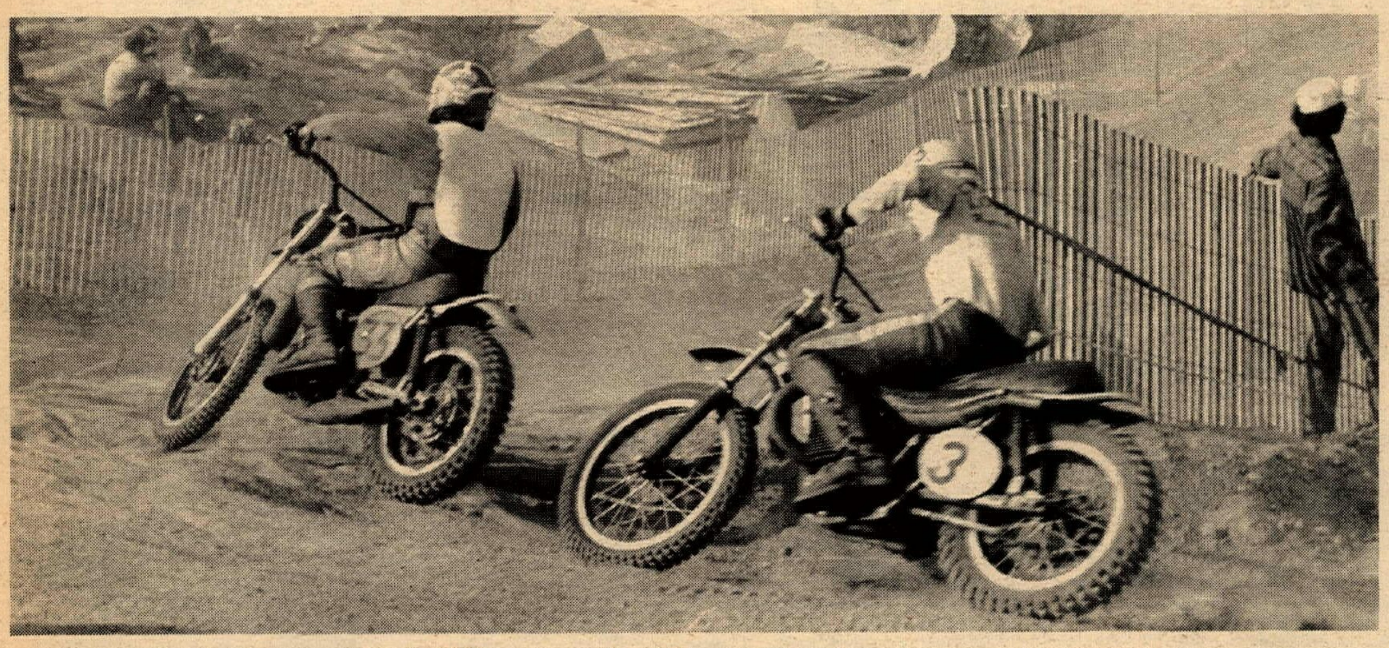


Bryan Kenny, 5th overall in Trans-AMA points standings, 2nd American.

Sonny DeFeo, 9th in points.



Tim Hart leads Mark Blackwell in the 500cc support class. They were that close.

Gary Bailey, Carlsbad's top American, leads arch rival Peter Lamppu.

Malcolm Davis, riding for the AJS factory, finished 2nd

By Charles Clayton

CARLSBAD, CALIF., Nov. 22, 1970 – There are some 10,000 motocross racers in Belgium, and one of them is Joel Robert. He is so far and away the world's greatest high-speed cross country motocrocycle racer that he makes the rest of the Europeans in the Trans-AMA series look as bad as they make the Americans look.

Joel did it again at Carlsbad Sunday, running away with both 250cc International Class motos and $1,000 in prize and contingency money (Bell Helmets, Champion Spark Plugs), and he wasn't even trying. Robert got a good start in the first moto and led all the way. In the final leg he got away fifth, allowing the estimated 3,000-plus crowd to watch in awe as he leisurely picked off the front running four and then amused himself playing games with the grim riders he was lapping.

He'd pull alongside a man, stare at him until he caught his eye, then crank his Suzuki swiftly out of sight, completely demoralizing his opponent. He seemed to enjoy passing the BSA team riders, only to place his bike sideways in their path, forcing them to shut off, then with a grin, Joel would be gone again.

Spectators all around the course were treated to brief snatches of the incredible Robert talent as he aviated the long downhills, banked flat horizontal on the powdery berms and passed riders in midair whenever possible, just to blow their minds. It is worth whatever it takes to watch this man do what he does. Maybe when America has 10,000 motocross racers, one of them may prove to be as good as Joel Robert – but don't count on it. Talent like this probably doesn't come but once in a couple of generations.

After Joel, everything else seems anti-climactic, but what the rest of the racers lacked in sheer genius, they more than made up for with fierce competition. Mark Blackwell took a second and a first in the big bike support class to shut out Tim Hart with his second and fourth. Bryar Holcomb won the first moto, but only managed a fifth in the second leg, giving him third place overall. These three waged some close battles that showed they were very evenly matched. Physical stamina seemed to be the deciding factor, as the 20-minute motos wound over the demanding,maze-like course.

Robert's teammate Olle Pettersson crashed on the start of the first International moto and didn't get going until all the pack had disappeared in the copious dust. He then proceeded to earn his sponsor's money by working up to seventh in the 30-minute heat, doing some spectacular hard charging all the way.

First American (unless you count Swedish transplant Gunnar Lindstrom) was native Californian Gary Bailey, back in his home state after many months of traveling and teaching motocross schools around the U.S.A. Bailey's victory wasn't easy by any means. New England's Peter Lamppu gave him a hard way to go in the second moto, and Tom Rapp finished just ahead in the first leg.

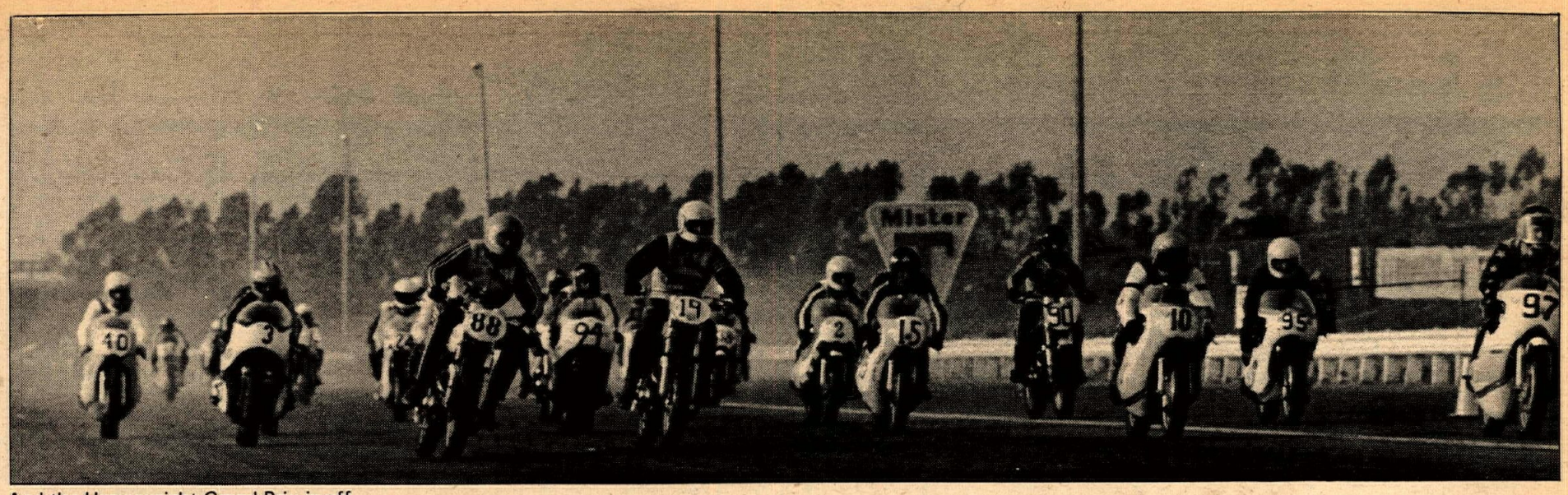
BSA's British factory team had a bit of bad luck when John Banks' rear tire went flat on lap 12 of the second International moto. Banks gamely nursed the squirrely Beezer to a 13th placing for an overall finish of eighth. Those 250cc 4-strokes demonstrated a lot of power.

But the brightest European star after Joel was Britain's Malcolm Davis on AJS. Davis scored two thirds (after Jeff Smith and Pettersson, respectively) to take second overall for the Norton-Villiers factory.

Altogether, eight Europeans showed the way to the American contenders, and the AMA officials, aided this time by the CMC, showed that they learn fast when it comes to putting on motocross. The four-race show went smoothly and everybody went home happy.

Your next and last chance in the the Los Angeles area to see the World Champion Europeans race it out with each other and the Americans will be Dec. 5 and 6 at Saddleback Park. Robert, Banks, Davis, ET. AL. will meet Aberg, Kring, DeCoster, etc. of the Inter-Am series in a big, two-day super star spectacular. You wouldn't want to miss it.

(Results on page 20)



And the Heavyweight Grand Prix is off.

WILVERT BAGS CASTROL GP

By Phil Pascoe
Photos by Marty McGillivray

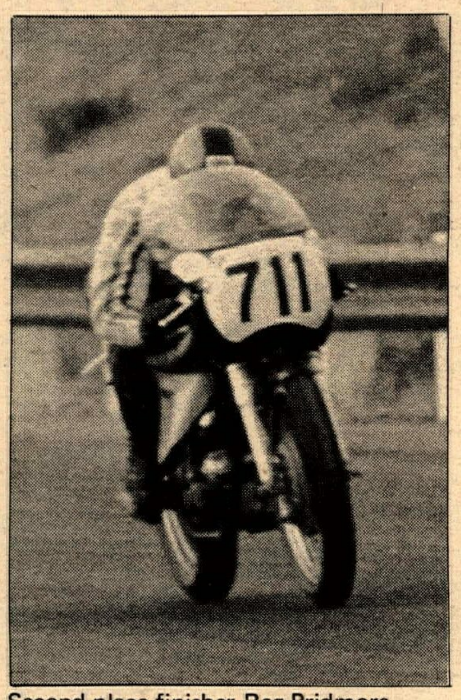
ORANGE CO. RACEWAY, Nov. 21-22, 1970 — The running of the Castrol Grand Prix Road Race was superb, drawing from the ranks of both the AMA and AFM as well as drawing machines from the largest factories: BSA, Triumph, Norton, Suzuki, Kawasaki and Yamaha. Riders from as far away as Canada and New York were also on the scene.

Jody Nicholas crashed, but wasn't hurt.

Hurley Wilvert rode his Kawasaki H1R smoothly with Koni shocks and this proved to be the winning combo in the climactic final race, the 251-1000cc International GP.

He consistently rode the grueling 30-lapper with a cool head while other riders were dropping out with mechanical problems caused by the wear and tear of the course. In the process, he gained $1000 contingency cash from Kawasaki.

The first lap saw Ron Pierce take the lead hotly pursued by Jody Nicholas (Suz) and Don Emde (Yam). This trio set a scorching pace while they slowly pulled away from Jimmy Deehan and Wilvert.



Second place finisher Reg Pridmore.

After 17 laps, the pace began to show as Pierce, who had been dogged with mechanical troubles all day, dropped out when his ignition timing slipped. Seven laps later, Nicholas dropped his machine attempting to recapture the lead from Emde.

Further back, Deehan lost his rear brake torque arm thus slowing his pace. Wilvert took the advantage and slipped into second, 28 seconds behind Emde.

Four laps from the finish, Emde was forced to retire and Wilvert shot into the lead for the remainder of the race.

More sidecars than ever before started and made the first turn a real squeeze.

It didn't take long for Dean Hummer and Roland Gilbransen to take their traditional lead, having never lost a race in which they have finished. Reg Pridmore and Ernie Ceasar had the early lead after a fine start but lost it soon afterwards. Hummer/Gilbransen were forced to retire, however, with a half-lap lead and Pridmore/Ceasar took the win.

The International Production event, 251-1000cc, was dominated by the Norton team of George Kerker, Jack Simmons and Bill Manley. John McGillivray, riding a BSA Rocket Three, put on a superb display of riding ability as he desperately wrestled his heavier and weaker machine to a commendable third place behind winner Manley and Kerker.

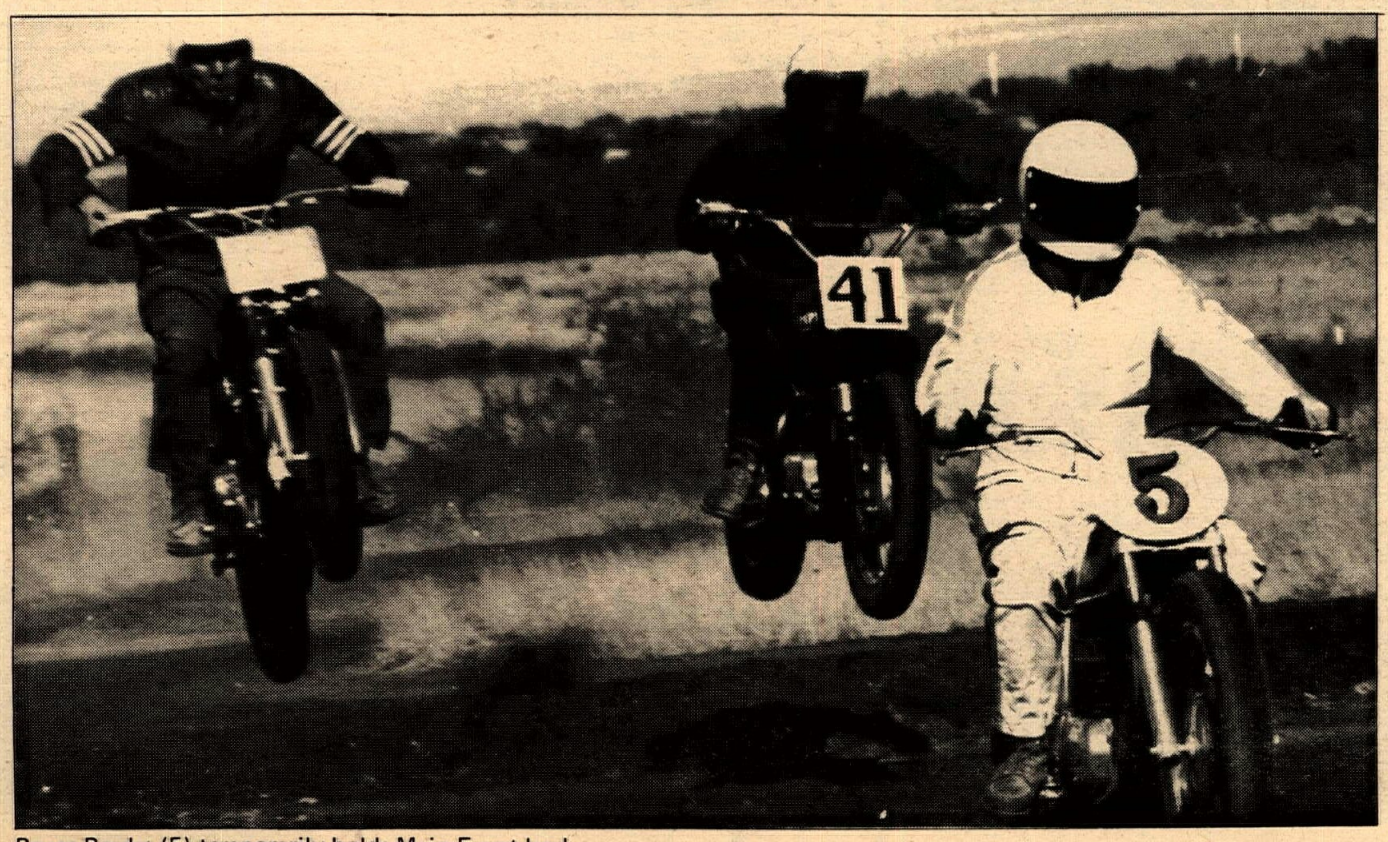
Rick Sherer held off his fellow Honda riders to take the 350cc class, first division. In the 500cc Division it was Jim Cordero on a Kawasaki Mach III in first.

The next AFM Road Race is scheduled for March 14 of next year. In looking back on the season, congratulations go to Jim Manning for his tireless efforts for better road racing in the state.

(Results on page 20)

Arizona Starts Winter TT Season

Photos & Story by Jim Brooks



Bruce Boyka (5) temporarily holds Main Event lead.

SIERRA VISTA, ARIZ., Nov. 15, 1970 — This time the TT races came to Sierra Vista. The TT season is now open for monthly races until the hot summer returns.

Due to the Phoenix Inter-Am the crowd was small with only 53 riders on hand. Officials stated that 20 of these had never ridden this track before.

The size of the crowd and shortage of riders made a short racing day. Many of the races were combined.

Tucson riders dominated the day. But not just because they were good riders. They out-numbered the rest of the field by better than four to one.

Best showing of the day was made by Norburt Seelman riding a 250cc Suzuki. Seelman rode the 250 Novice and Open Novice on the same bike. With it, he took first in both classes. That wasn't all, he then came back to place fourth in the Handicap Main Event.

The Semi and Main were run on a handicap system. There was about a 50 yard distance between the 100 and open class on the starting line. The Semi turned out to be quite an exciting event, finally going to Jack Dodson on a Honda 100, after battling out the full ten laps with Woody Woodsworth, on a 250 Ossa right on his rear wheel. This is the way the races went the entire day. Full of spills and true competition.

(Results on page 20)

m.o.r.e. from the capitol

NOISE ANNOYS!

A couple of months back, I wrote in this column about a Board of Supervisor's meeting being held in San Bernardino regarding a proposed ordinance (since enacted) which would extend certain provisions of the Vehicle Code to off-road vehicles. These provisions applied to noise and the elimination of noise through mandatory muffler requirements. I suggested in that article that any desert riders who objected to the propsal should attend and protest accordingly.

I have received numerous letters since that time which were designed to "straighten me out on the noise problem". Before anyone else takes pen-in-hand, let me say this. "From a *personal* view, I dislike motorcycle noise! I have for years told fellow motorcyclists that noise is our worst enemy! It does more to hurt our public image than anything else! But, on the other hand, I represent thousands of California motorcyclists, including many desert riders. And sometimes, I must ignore my personal feelings and keep those whom I represent (and who have differing views) advised of legislation which affects them! That was my purpose in announcing the meeting".

Now, with respect to noise, let me offer some food for thought. I've been riding bikes for more than thirty years and there was a time when I owned what was undoubtedly the loudest H.D. in the State of Oregon. And not too many years ago, I rode a pretty ratty sounding Yamaha. But at about that same time I became increasingly involved in the discussion of motorcycling needs with the agencies having jurisdiction over public lands, and with various legislative bodies. And wherever I went, wherever I go, the first thing that I'm told by non-motorcyclists and motorcyclists alike, is, "When are you guys going to do something about noise?" This is usually followed by statements proclaiming that, "We understand your problems, but where can we put you so that your noise won't bother other people?"

Needless to say, I have long since quieted my own bikes and have been stumping for others to do the same. Sure, the noise sounds good but a quiet bike is the price we must pay for public acceptance and support. I'm paying the price! How about you?

And if I can't appeal to your logic, perhaps you might be surprised to learn that many of the silencers now reaching the market not only eliminate noise (to a whisper level) but appear to be improving performance. My responsibilities with MORE keep me at competition events throughout the state every weekend. More and more (love that word!) of the winning bikes are also silenced bikes. That should tell us something! Or maybe it's just that our better riders have a slight edge in the intelligence department.

Comments and/or inquiries should be addressed to the author, c/o MORE, P.O. Box 26062, Sacramento, Ca. 95826.

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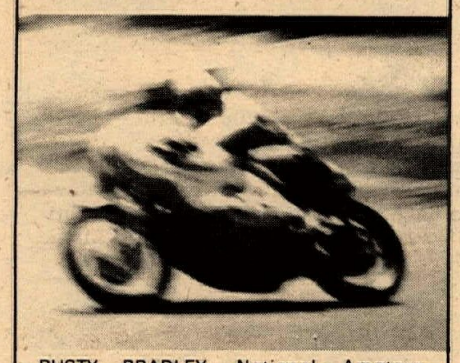

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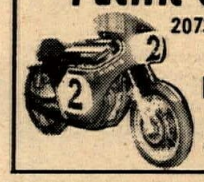

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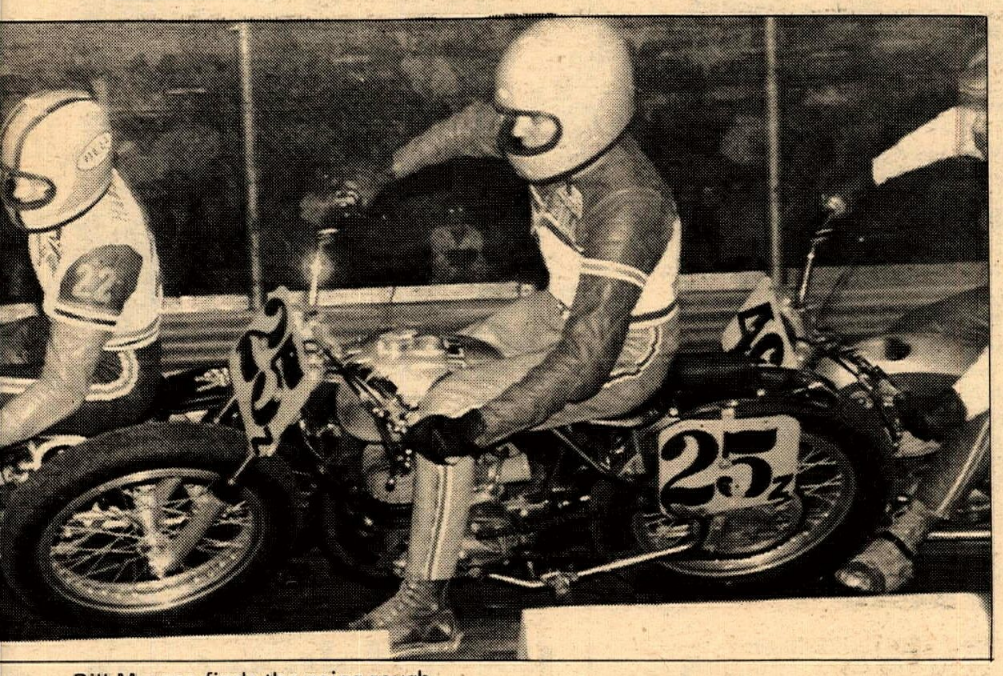

Bill Morgan finds the going rough.

Kenyon Early Dominater

By Bill Spencer

SAN JOSE, CALIF., Nov. 7, 1970 — In two successive Saturday night stints the obvious winner at the San Jose Short Track is Sonny Kenyon. This Bultaco dealer had five of eight in the main event last week and ended up with the first three spots while tonight he had only two, but those two turned out to be the first two.

His son, Al, won the opener with Billy Morgan and Dave Hansen following. Al drew an outside back row tonight and couldn't transfer out of the qualifying heat althought that heat was probably the toughest of the night with Don Castro and Butch Corder also being eliminated.

This week was a repeat for Bill Morgan with some great drives off the start line and the usual good luck that only a small track like this can accord.

Young Morgan has had his share of bad luck this year with both collarbones broken, but all looks rosy for a change, except perhaps for some very enthusiastic parents who might injure themselves jumping for joy.

Dave Hansen and Mark Brelsford are both seasoned veterans and both have proved their ability to do well. Hansen is second in points with 12 while Mark is one point behind Kenyon's win with 9 in fourth spot.

Brelsford beat '69 champ, Mike Yarn, in the first heat while Joe Henry easily beat Novice Randy Bailey in the accident plagued second heat.

Morgan and Hansen easily outdistanced the pack in the third heat with Dave Bostrom doing a very creditable job after a two years assignment with the Armed services.

Novice Steve Foster survived a spill to win the fourth heat over Bob Scally.

Foster's comment after the precedings were "I don't know if I should run the Inter-Am tomorrow or not, I hurt." Foster has recently converted to AMA professional after establishing himself as an Expert motocross rider.

In the first Semi, Morgan got a heavy jump off the line and held off Brelsford and Hansen for the win. Foster again showed up the winner in the second but was pressed very closely by Joe Henry.

The Main was a repeat for Morgan with Hansen staying close for only one lap. Bill held a good lead for the 15 laps with Hansen holding off Brelsford. Terry Sage got the fourth spot with Foster holding off Bailey and Henry.

In the 10 lap Consolation, Les Costanza outdistanced the pack for an easy win. Barry Brown and AFM road racer Jim Deehan held second and third respectively.

Desert 100 Wrong Turn

By Larry Ulrich

BEND, ORE., Nov. 8, 1970 — The Cascade Motorcycle Club held its first annual "High Desert 100" Sunday, November 8th. It was not without some confusion and hard feelings as 119 riders signed up to ride but 27 followed the ribbon like they were told and made the first two checks. The other riders turned left on a trail that was beat down by Saturday riders on the course that were not supposed to be there. These cheaters not only fouled themselves up, but also a lot of other riders that followed them.

The first rider in with all six checks was Ken Habeck aboard a Husqvarna. Next in was Keith Nerseth. Both riders were talking about how much fun they were having riding side by side until the first gas check. Then came the "hill". Habeck's big Husqvarna made the hill while Nerseth's 250 Maico didn't have enough low end power, so he made a detour that cost him much time. Nerseth still picked up second overall and first 250. Bob Canfield, aboard a 110cc Hodaka, grabbed third overall and first 125.

Cross-country ace Dick Jagow had his usual bad luck at Bend, Oregon races. Having went the right way and getting the first two checks, he got confused and turned around and collided with another rider, damaging his Husky.

Two riders did not receive trophies that really deserved them as they had all six checks. Due to confusion at the finish line Dennis Glasgow (360 Yam) and Roy Burke (250 Hus) were shown to have only four checks when in reality they had six. Glasgow was third in the Open class and Burke was seventh in the 250 class.

Anyone that did not get their gas can back, they are available at J & R Canopy Inc., Hwy. 97 between Bend and Redmond.

197 Brave Heavy Rain

By N. A. Williams

WOODLAND, WASH., Nov. 15, 1970 — Rain, rain and more rain at the Woodland track this week while the track was in good shape when the 197 riders came out for practice. It soon turned to mud as the rain came down harder at the first part of the races. It made for lots of spills for the many spectators.

Some surprsing results came about as a result of the mud. Some of the riders had a hard time keeping their bikes under themselves. Gary Kapus had some trouble in the 250cc heat race as he spun out on the first corner. After the pack went by Gary got up and in one lap was back in the lead. He won the heat but missed out on the Trophy Dash because the heat time was too slow.

Kapus didn't make the 360cc Dash either. His Kawasaki gave him a little trouble at this race.

(Results on page 20)

Season Opener Draws Crowd

By Mike Starr

ASHLAND, ORE., Nov. 15, 1970 — The season's opener motocross was another success for the Ashland Lancers. Some 1000 spectators and nearly 100 competitors were on hand; and the weatherman even cooperated.

(Please turn to pg. 18)

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(Continued from page 17)

jumps, uphills, downhills and two straights full equipped with whoop-de-do's.

To say the competition was fierce would be an understatement; especially in the Senior Divisions. Many bikes were casualties early in the day and at least two riders "closely inspected" the track and had to go to the shop for minor body work.

David Helleck aboard a new 125 Sachs motocross, had some trouble getting through the crowd during the first Senior heat. But second and third heats, although not walkaways, certainly went the way he had planned.

Local No. 1 John English, aboard an Ossa, showed Mike Branum and Gary Worden the way home in the first 250 Senior heat, with Helleck now aboard a CZ back in the pack. Helleck reportedly had no fourth gear during the first heat but after watching him in the second and third heats it was obvious he found more than just fourth gear!

The lucky ones who picked up brass didn't do so 'till after dark but no one complained.

(Results on page 20)

Carter Runs Away From Field

By Bruce C. Young

PLACERVILLE, CALIF., Sept. 25, 1970 – Jay Carter from Cycle Speed of North Highland ran away from all other competition to win all three 125cc Senior motos tonight at Hangtown speedway but he found the going a bit rougher in the 250 and Open classes when he finished only third in each.

Brad Lackey was back in action and he was one major reason Carter had trouble placing higher.

In the 250 Senior class, Lackey, Carter and Phil Jacobson battled back and forth all night. It was a real drag race to the first turn of each moto. Lackey grabbed two moto victories but could only manage a second overall with Jacobson first.

Lackey came to full life again in the Open and won easily over second place Ron Stockman. Carter, again, was third.

The racing started with the 125 Jr. Div. I. Kevin Henry popped out on top again this week to get first with Rick Clement second.

Joe Lodermier aboard his trusty Yamaha piled up a large point lead and won the second division while Doug Nelson won the third.

Mark LaRue won over Bill DePrato and Ross Westphal in the 250 Jr. division I while Ossa mounted Bill Greene topped the second division.

The Open Jr. was won by Ed Rossman (Bul) with Kurt Jorgenson and Randy Pean fighting for second. The decision fell to Jorgenson by only a few points.

Next Friday is the final event of the season scheduled for Hangtown Speedway.

(Results on page 22)

Grossi Adapts

By Ken Rogers

LOMA PRIETA MT., CALIF., Sept. 20, 1970 – Bill Grossi Jr. showed today that not only is he an adept motocross rider but also a top notch hill climber as he maneuvered his Sachs to a third overall fastest time and a first place finish in the 125cc Novice class while scaling the Monte Carlo Hill Climb.

The course was the famous "Rattlesnake Gulch" and was very rough, steep and rocky with the final 100 feet being a broken mass of shale that had many a rider dripping with sweat by the time he reached the top.

Each rider had three tries against the clock with his best time of the three being used.

Larry Salo flew over the top of the 1.55 mile course in 3:12.5 on his 400 Husky and captured first place in the Open Novice in the process. Bob Bowers on a 250 Husky climbed the hill in 3:17 for second overall and first in the 250 Expert.

Grossi's time was 3:18.5, half a second ahead of Open Expert winner Mark Smith (Tri) and three seconds ahead of the only other winner, Denny Singer (Hus) in the 250 Novice.

(Results on page 22)

Limbeck Captures Title

By Larry Ulrich

BEND, ORE., Nov. 15, 1970 – The Cascade M.C. presented its last scheduled motocross of the 1970 season. Randy Limbeck in the 250 class was the only one with enough points to assure an overall win for the season. The rest of the riders were battling it out for the three trophies per class for the season high point finishers.

In Sunday's race Butch Waymire of Portland put his Sachs in the lead in the first and second moto only to develop troubles each time. He was unable to ride the third moto leaving a clear field for Rick Limbeck (Sach) for first place trophy.

The 250 race was the most exciting of the day. Doug Aiken (Hus) led the first moto for six laps only to get a flat tire and end up third. However, Doug won the next two motos for the big trophy.

Jon Chezem of Blue Lake, Calif. edged out local favorite Rodger Widenaja by taking a first, second and third. While Widenaja took fourth, first, and first. In the first moto Frank Reale (Yam) and Jon Chezem (Mai) tangled handlebars mid-air over a big jump putting Reale out for the day with a hurt knee.

Northern MX action.

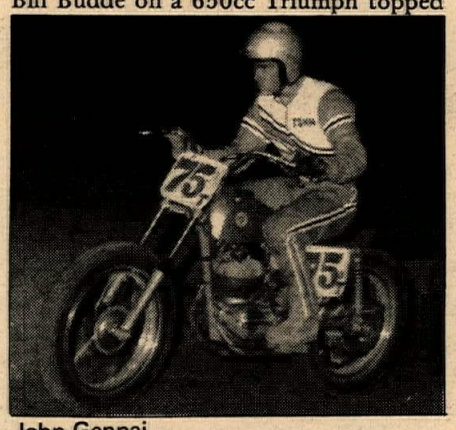
Season championship trophies will be awarded at a dinner banquet at the China Ranch Sunday, Nov. 29 at 7 p.m.

(Results on page 20)

Foley, Gennai Hold Advantage

By James E. Brammer

VALLEJO, CALIF., Sept. 25, 1970 – Bill Budde on a 650cc Triumph topped the Experts above the 250cc class in the 650cc Expert Final Friday night in the Sportsman TT races at the Vallejo Speedway. The 500cc Expert class riders were combined with the 650cc class Friday. None of the riders from the 500cc class finished in the winner's circle.



John Gennai.

Jim Foley won the 250cc Expert final with John Gennai running second after having won the two previous weeks. Gennai's finish places him first in the point standing with next Friday's race being the last one to count for the high point trophy. The trophy will be awarded at the final night race, October 9th. The Ben Springer benefit race will be held on a Sunday afternoon, October 25th.

(Results on page 22)

Last month, 1357 people shopped at Valerian's.

1230 were repeat customers.

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PUCH WINS AGAIN

CMC Motocross – 11/15/70
Sea Breeze Park, San Clemente, Calif.
125 JR. DIV. 4
1st Dave Terrell – PUCH

Hare Scrambles – 11/14/70
Boise, Idaho
1st overall Bill Uhl – PUCH (125)

Motocross – 11/15/70
Boise, Idaho
125 EXPERT
1st Bill Uhl – PUCH

PUCH

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Thorwaldson

(Continued from page 3)

Monday."

Taking another abrupt change of course, I asked Rich about his sponsorship in the desert races. Turns out that he actually has two sponsorships, Steen's, the Rickman distributors, have supplied him with three bikes. None of them were new. He uses the best one as his regular racing bike, keeps one as a spare and cannabalizes the third one for parts when necessary. Usually it isn't necessary, because Steen's gives him all the new parts that he needs. Steens also lets him have the other items that they sell, such as the Endura leathers, boots, goggles and such. Rich says he uses everything, except their helmets. He's partial to his Bell helmet and won't use any other.

His other sponsorship is C-B Motors, where he works. They give him the run of the shop to fix his personal bikes and let him use all their machinery and tools. My feeling was that Rich appreciates this very much, and that is more on the order of a personal favor to him. They won't stand to gain very much from his successes.

Rich does all of his own work; it usually takes him the better part of three evenings to prepare his bikes and he has to do it after his regular 8-hour stint at C-B Motors. He says that on the whole his Rickmans have proved remarkably reliable and his maintenance chores have been lighter on these bikes than on others that he has owned. Steens does not deliver parts, so Patricia, his wife, is the chief gopher, a role she is hoping to abdicate as soon as Rich wins Number One and can negotiate a better deal. Rich, who can remember the days when he had to buy parts as well as go after them, seemed a little exasperated by his wife's complaint. Rich also pays his own expenses, such as gas and food on his trips to the desert.

Thorwaldson was somewhat annoyed by Maureen Lee's articles which suggested that there were professionals racing in the sportsman ranks out on the desert who were doing it for the money and risking the necks of the true-blue sportsman (read not-good-enough-to-get-paid) in the process. "Even most of the class "C" riders can't even make a living racing," he said. "I wish she'd talked to some of us before writing that stuff."

I didn't want to put him in the possibly embarrassing position of denying (or confirming) that he received money from Steens for winning so I didn't ask him directly if he did. But he volunteered, "I feel that I'm doing well if I finish well in one out of every three races. But it costs me $45.00 per weekend to race and I can't even break even unless I win every third race." By a brilliant bit of mathematical deduction you might figure out that Rich gets about $125.00 for winning a race which is comparable to what is received by the other top 30 desert riders. But don't say I said so — it's a secret.

To Be Concluded Next Week

Puch—BMW To Build New Bike

Special from MOTOR CYCLE, England

First details of new machines in the BMW-Puch link have been announced. The machines are to be build by Austrian Puch factory in Graz to complement the biggers BMW models. There will be two near identical models, both 250cc and 350cc vertical twins with single overhead camshafts. The 250 gives 26 BHP at 9000 and has a top speed of 89 MPH. The bigger machine (same engine with bigger bore) gives 32 BHP at 9000; top speed 94 MPH. Both have six speed gearboxes and electric starters and weigh 353 lbs. Production is to start early in 1972. They plan to build 25,000 the first year.

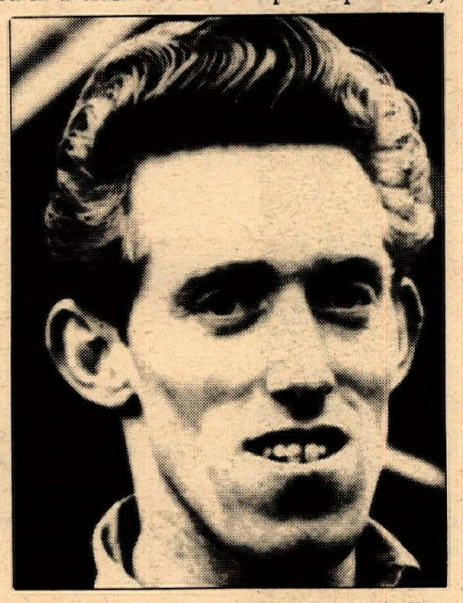
The FIM has banned any type of aerofoil spiler on racing machines.

That 750cc Suzuki three-cylinder, new machine produces 70 BHP.

scene speedway australian

By Peter White
Photo by Speedway Photo Service

SYDNEY, AUSTRALIA, Nov. 19, 1970 — One of Australia's greatest solo riders, Gordon Guasco, died from injuries sustained in a crash at the Liverpool Speedway, near Sydney on Sunday, November 8.



Guasco, a champion dirt track racer, was one of several big name internationals signed for the 1970-71 summer season at the track.

He had arrived home from England after a two year stint in the tough British League First Division only a week before and was making his debut at the meeting.

Crash occurred in his fourth race when a rider in front over-slid and knocked Guasco off his bike. As Guasco fell to the track he was hit by another rider who was traveling close behind.

He suffered severe head and chest injuries and had actually stopped breathing when ambulance officers reached him. With the aid of emergency oxygen they were able to get his heart pumping again and he was rushed to the hospital unconscious and in a critical condition.

He reamined in a coma until his death some eight days later.

The accident and its tragic consequences has literally stunned Australian speedway.

Guasco was one of the country's best riders, a Test match necessity and a man of world class on the international scene. Perhaps the best of our current generation of competitors on ability, if not results. And certainly a fine man. Always willing to help a junior or assist anyone in anyway.

A former champion short circuit rider, he took to the speedway in 1962 and was an instant success. He rose to stardom rpaidly and in 1964 he set sail for England.

Initially he rode for Sunderland, then for Wolverhampton.

In 1965 he missed qualifying for the Speedway Championship of the World Final at Wembley Stadium, London, by a mere point.

He returned to Aussie in 1967 and swept all before him at the Liverpool circuit. Included in his list of victims was world champ Ivan Mauger and Americans Rick Woods and DeWayne Keeter.

Guasco went back to England in 1969 under contract to the Poole team and assisted them to the league championship that year. He then toured Poland, the toughest speedway nation in the world, and set the track alight with his devastating style.

Undoubtedly Guasco was a genius with a motorcycle and it is a shattering blow that he has fallen foul of the grim reaper.

Gordon, aged 29, leaves a widow and a two year old daughter.

His loss is a disaster for Australian speedway.

Some people mean business when it comes to Christmas.

e French critic Louis Delluc wrote in 1923: "I think that Rio Jim [as William S. Hart was known i the first real figure established by the cinema . . . and his life the first reali

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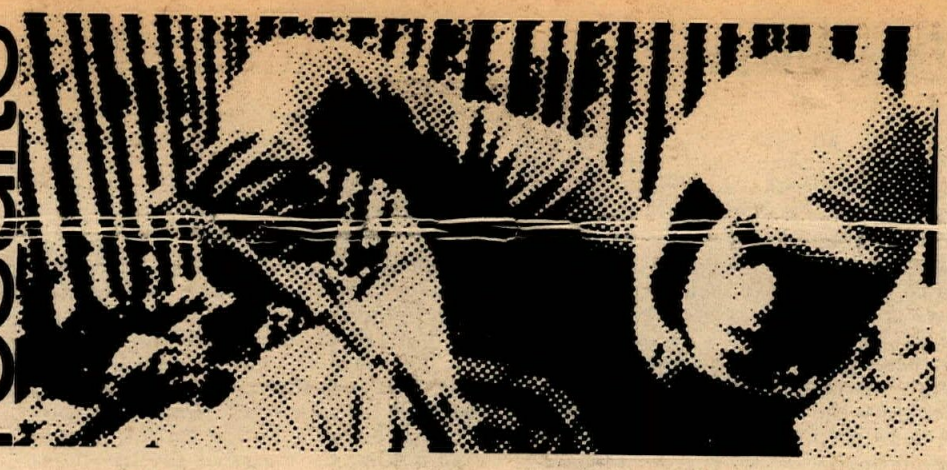


WINTER SCRAMBLES
Woodland, Wash.
Nov. 15, 1970
By N.A. Williams

100cc TROPHY DASH	
Jim Curtis	Kaw
A MAIN	
Jim Curtis	Kaw
Rupert Dykstra	Kaw
Billy Lewis	Kaw
B MAIN	
Jim Sethes	Kaw
Joe McCoy	Kaw
Cliff Wheeler	Pen
C MAIN	
Don Blatchford	Kaw
Mike Lenard	M-B
D MAIN	
Bill Keyser	Hon
200cc TROPHY DASH	
Ron Denny	Bul
A MAIN	
Ron Denney	Bul
Jim Curtis	Kaw
Wayne Chsholm	Bul
B MAIN – 1	
Keith Forsythe*	Kaw
Jerry Callahan	Bul
B MAIN – 2	
Bill Keyser	Hon
Max Eiesnbraun	Yam
C MAIN	
Keith Forsythe*	Kaw
Don Hopkins	Hon
D MAIN	
Craig Zachor	Kaw
250cc TROPHY DASH	
Bill Cook	Mai
A MAIN	
Ike Reed	Mai
Bill Cook	Mai
Gary Kapus	Kaw
B MAIN	
Jimmie Smith*	C-Z
Ervin Sverdrup	Kaw
Bob Davis	Suz
C MAIN	
Pet Rushton	Yam
Jerry Gills	Kaw
D MAIN	
Ron Graham*	Bul
360cc TROPHY DASH	
Jimmy Smith	C-Z
A MAIN	
Gary Kapus	Kaw
Jimmy Smith	C-Z
Richard Cox	C-Z
B MAIN	
Ike Reed*	Mai
Ed Herrmann	Mon
C MAIN	
Ed Herrmann*	Mon
OPEN CLASS T.D.	
Bill Cook	BSA
A MAIN – 1	
Bill Cook	BSA
Keith Dunn	Hon
A MAIN – 2	
Rick Blackwell	Hus
Jerry Ketchum	Tri

*Forfeit and move up.

HARE SCRAMBLES
Imperial Valley Motorcycle Club
November 8, 1970

C. Griffin	Bul	*1st 250 Ex
T. Brown	Hus	*2nd 250 Ex
J. Willis	Mon	*3rd 250 Ex
C. Fetty	Hus	*1st Open Ex
C. Henderson	AJS	4th 250 Ex.
B. Grouleff	Hus	*2nd Open Ex
K. Renick	Hus	*3rd Open Ex
G. Braudaway	Hus	5th 250 Ex
H.L. Gunn	Hus	*4th Open Ex
R. Como	Hus	6th 250 Ex
W. Clark	Hus	*1st Open Nov
D. Martin	C-Z	5th Open Ex
B. Willis	Hus	6th Open Ex
R. Vanderpool	Yam	7th Open Ex
R. Tuggle	Yam	*1st 125 Ex
N. Butler	Hus	*2nd Open Nov
R. Kinnings	AJS	*1st 250 Am
R. Kephart	C-Z	*3rd Open Nov
J. Stansbeary	Hus	8th Open Ex
P. Donohoe	Hus	*1st 250 Nov
R. Hodges	Hus	7th 250 Ex
J. McDonald	Pen	*1st 125 Nov
M. Fox	C-Z	9th Open Ex
L. Baker	Hus	10th Open Ex
A. Flowers	Bul	*2nd 250 Nov
J. Cotteen	Mai	*4th Open Nov
T. Tobin	AJS	11th Open Ex
M. Sigmon	Hus	*3rd 250 Nov
C. Bennett	Sac	2nd 125 Ex
K. Weatherson	Hus	*4th 250 Nov
J. Burrell	Oss	2nd 250 Am
C. Oswald	Sac	*2nd 125 Nov
J. Royle	Mai	12th Open Ex
A. Padilla	Hus	*5th Open Nov
E. Martony	Yam	8th 250 Ex
L. Weeks	Mai	6th Open Nov
R. Bennett	Oss	3rd 250 Am
R. Reed	Oss	*5th 250 Nov
R. Bowles	Sac	*3rd 125 Nov
M. Raynolds	Yam	1st 175 Nov
B. White	Hus	*6th 250 Nov
S. Winkler	Yam	*4th 125 Nov
T. Walsa	Yam	*7th 250 Nov
H. Brown	Hus	7th Open Nov
M. Cook	Yam	13th Open Ex
M. Calvert	Hus	8th 250 Nov
D. Mumma	Yam	8th Open Nov
R. Zarich	Hus	9th Open Nov
K. Gora	Yam	9th 250 Nov
F. Carrasco	Mai	10th Open Nov

In sidehack competition at Hopetown, M. Thomlinson, and not A. Jeffords, was teammate of winner Ray Hunter.

HRA TT
Huntington Beach, Calif.
Nov. 22, 1970
By Gary Schmythe

100 BIV–HEAT 1	
Chris Morland	Kaw
Keith Crecelius	Kaw
Jay Dalton	Kaw
Gary Johnson	Kaw
125 NOVICE–HEAT 1	
Dave Tudor	Yam
Mike Murphy	Yam
Gary Kaufeld	Yam
Gary Johnson	Kaw
250 NOVICE MOTO	
Doug Perrault	Bul
Keith Crecelius	Bul
Mike Perez	Yam
John Searock	Bul
100 EXPERT–HEAT 1	
Dennis Briggs	Kaw
Doug Westly	Kaw
Steve Willoughby	Kaw
Gary Johnson	Kaw
125 EXPERT–HEAT 1	
Dennis Briggs	Kaw
Bobby Butt	Yam
Robby Burg	Yam
Wes Drennan	Kaw
250 EXPERT MOTO	
Carrol Heighland	Oss
Tom Francisco	Oss
Fred Timberlake-tie	Kaw
James Russell-tie	Oss
Steve Lunde-tie	Bul
OPEN NOVICE MOTO	
Brian McMillan	Yam
James Russell	BSA
Dick Wallace	BSA
Ted Mainini	Tri
OPEN EXPERT MOTO	
Vince Zine	Tri
Bob Ledford	Tri
Jimmy Raymond	Hod
James Russell	BSA

SHORT TRACK
San Jose Indoor
Nov. 21, 1970
By Patrice Kenyon

MAIN EVENT: 1.59:50	
Wheeler Gresham	Bul
Dave Hansen	Bul
Billy Morgan	Bul
Nick Theroux	Hon
Joe Henry	Bul
Bob Scally	Bul
CONSOLATION: 1.23:33	
Sam Mangalin	Bul
Bob Goodman	Bul
Randy Bailey	Mon
TROPHY DASH	
Dave Hansen	Bul
SEMI I	
Billy Morgan	Bul
Joe Henry	Bul
Ron Davies	Bul
SEMI II: 1.03:40	
Wheeler Gresham	Bul
Dave Hansen	Bul
John Emerson	Oss
HEAT I: 47:09	
Billy Morgan	Bul
Ron Davies	Bul
Greg Hodges	Suz
HEAT 2: 47:53	
Wheeler Gresham	Bul
John Emerson	Oss
Bill Flett	Mon
HEAT 3: 47:95	
Joe Henry	Bul
Nick Theroux	Hon
Les Costanza	Oss
HEAT 4: 48:05	
Dave Hansen	Bul
Bob Scally	Bul
Joe Soto	Oss

INTER-AM MOTOCROSS
Salem, Oregon
Nov. 22, 1970
By Kevin Hill

500 INTERNATIONAL	
Ake Jonsson	Mai
Bengt Aberg	Hus
Willy Bauer	Mai
Bob Leach	Hus
Rob Taylor	Hus
Bob Grossi	Hus
Mike Runyard	–
Andy Roberton	AJS
Dick Roberts	Hus
Doug Munson	Hus
250 SENIOR	
Bill Cook	Mai
Keith Nerseth	Mai
Larry Mascotte	Mai
Gregg Heitman	C-Z
Gary Feeley	C-Z
Ray Crawford	Oss
500 JUNIOR	
Jay Carter	AJS
Frank Funada	–
Craig Campbell	–
Rick Blackwell	Hus
David Hopkins	Hus
250 JUNIOR	
Owen Belmont	Mai
Ray Shanafelt	C-Z
Herold Storm	Hus
Terry Hastings	Mai
Stan Fendrick	Oss
Tom Ambrose	C-Z
125 SENIOR	
Bill Ehreans	Kaw
Kenneth Burley	Yam
George McNelly	Yam
Stan Main	Kaw
Butch Waymire	Sac
Justin Patton	Hon

MOTOCROSS
Ashland, Ore.
Nov. 15, 1970
By Mike Starr

MINI BIKES	
Steve Williamson	Bon
UNDER 16	
Bob LaFontaine	Hod
Dale Ruth	Kaw
David Reed	Sac
Dallas Hamilton	Kaw
POWDER PUFF	
Barbara Warner	A-E
125cc JUNIOR	
Karl Merrifield	A-E
Dick Schwendener	Hod
Larry Stavos	Yam
Don Fendrich	Hon
125cc SENIOR	
David Helleck	Sac
Bob Decker	Sac
John Schwendener	Sac
Dan Dixon	Sac
250cc JUNIOR "A"	
Larry Shastaine	Yam
Owen Ashworth	Kaw
Gary Alare	Yam
Russ Briggs	Oss
250cc JUNIOR "B"	
Dale Ruth	Oss
Tracy Wagner	Kaw
John Hutchinson	Oss
Tal Kaylor	Oss
250cc SENIOR	
David Helleck	C-Z
Gary Worden	AJS
John English	Oss
Mike Branum	Yam
OPEN	
Don Ganoung	Yam
Bob Lount	Kaw

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
Nov. 20, 1970
By Eddie Smith

100cc TT MAIN	
Tom Horton	Kaw
Paul Wilde	Yam
Wally Jones	Kaw
Roy Widener	Kaw
Rick Hutchins	H-D
Larry Chapman	Suz
125cc TT MAIN	
Tom Horton	Kaw
Bob Young	Yam
Paul Wilde	Yam
Roy Widener	Kaw
Bob Sanders	Yam
Wally Jones	Kaw
250cc TT MAIN	
Bob Doornbos	Bul
Chris Smith	Mon
Bob Baker	Oss
Marvin Heemsberten	Hon
Tim Tipton	Yam
Ricky White	Suz
100cc FT MAIN	
Tom Horton	Kaw
Bob Sanders	Kaw
Wally Jones	Kaw
Jerry Bluff	Kaw
Rich Hutchins	H-D
Larry Chapman	Suz
125cc FT MAIN	
Lloyd Quintaro	Yam
Dan Bousman	Yam
Chris Davidson	Yam
Steve Okuela	Yam
250cc FT MAIN	
Chris Smith	Mon
Bob Sanders	Bul
Tim Wolf	Bul
David Arrambide	Oss
Doug Smith	Bul
Larry Furu	Oss
TROPHY DASHES	
250TT B. Doornbos	Bul
100TT Tom Horton	Kaw
125 TT Bob Young	Yam
250 FT Chris Smith	Mon

TRANS-AMA M-X
Carlsbad, Calif.
Nov. 22, 1970

250cc INTL. CLASS	
Joel Robert	Suz
Malcolm Davis	AJS
Jeff Smith	BSA
Olle Pettersson	Suz
Gunnar Lindstrom	Hus
Dave Nicoll	BSA
Keith Hickman	BSA
John Banks	BSA
Gary Bailey	Gre
Peter Lamppu	Mon
Sonny DeFes	C-Z
Brad Lackey	C-Z
Martin Tripes	C-Z
Bryan Kenney	Hus
Dick Burleson	Hus
Russ Powell	Bul
Tom Rapp	Bul
Jim Cooke	C-Z
David Aldana	BSA
Jim Shotton	C-Z
Carl Berggren	Hus
Jim Wilson	C-Z
Dave Rodgers	Bul
500cc SUPPORT CLASS	
Mark Blackwell	Hus
Tim Hart	Mon
Bryar Holcomb	Gre
Doug Grant	AJS
Dave Smith	Oss
Gary Harris	Hus
Mike Haney	Tri
Mark Nohr	C-Z
John Maroney	C-Z
Rick Norris	C-Z
Jean Ramsey	Mai
John Hateley	Mon
John T. Barclay	Hus
Robert Williams	C-Z
Bob Ovry	Yam
Mat. Falconer	Mon
Bob Berdick	C-Z
Jim Dahl	Hus
Gary Fisher	Sprite

ASCOT MOTOCROSS
Nov. 20, 1970

100 JUNIOR	
M. Wellens	Yam
M. Tyes	Kaw
S. Hartley	Sac
S. Beek	Yam
D. Montgomery	Hod
125 JUNIOR	
D. Allen	Yam
R. Steffler	Sac
F. Ching	Yam
J. Morris	Yam
J. Scotland	Yam
250 JUNIOR	
D. Miles	Mai
T. Parker	Kaw
E. Vrana	C-Z
B. Kohler	Oss
500 JUNIOR	
B. Naylor	C-Z
M. Brown	C-Z
C. Tanner	Mai
R. Muzzy	Mai
125 SENIOR	
G. Cunningham	Yam
J. Wright	Ric
M. Garrett	Pen
G. Lund	Sac
D. Emler	Ric
250 SENIOR	
B. Messer	Mai
S. Ellsworth	Bul
B. Holcomb	Gre
G. Schweers	Bul
D. Boydsteen	Mai
500 SENIOR	
M. Cram	Mai
J. Heath	C-Z
M. Malone	AJS
R. Frescura	C-Z
M. Causey	Mai

INTER-AM MOTOCROSS
Honolulu, Hawaii
Nov. 22, 1970
By John Connolly

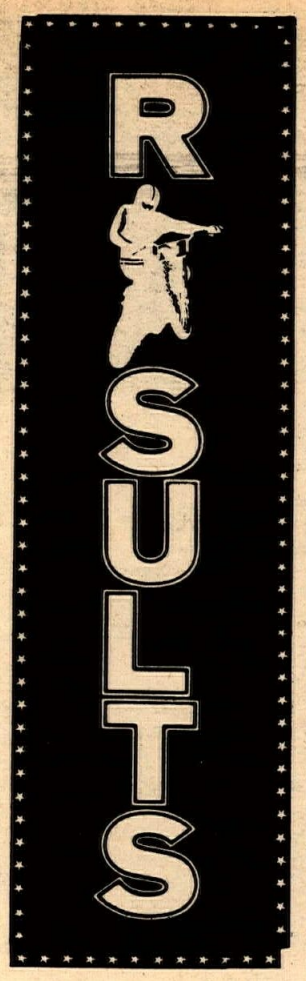
INTERNATIONAL DIV.	
Christer Hammargren	Hus
Sylvain Geboers	Suz
Miroslav Halm	C-Z
Torsten Hallman	Hus
Otakar Toman	C-Z
AMERICAN DIVISION	
John DeSoto	C-Z
Robert McDonaugh	Hus
Ron Silva	Mai
Robert Sanford	Gre
Tom McCraine	Yam

SPEEDWAY
Bakersfield, Calif.
Nov. 20, 1970
By Dennis Greene

Steve Bast	14
Larry Shaw	13
Bill Cody	12
Sonny Nutter	11
Mike Bast	10
Don Cullum	9
Rick Woods	8
Rick Black	7
Jim Gresham	7
Les Chankey	7
Harlan Bast	
Jim Doran	

TRANS-AMA PT. STANDINGS
(After Carlsbad)

Dave Nicoll	3990
John Banks	3960
Jeff Smith	3940
Dick Burleson	3455
Brian Kenney	3255
Gunnar Lindstrom	3095
Joel Robert	2995
Ole Pettersson	2860
Sonny DeFoe	2810
Dave Hickman	2800
Brad Lackey	2680
Dave Aldana	2640



TT SCRAMBLES
Adelanto, Calif.
Nov. 22, 1970
By Dave Swift

50cc	
Joe Monohan	Yam
Eddie Lawson	Suz
Ron Bell	Suz
100 NOVICE	
David Edge	Kaw
Mike Laney	Hod
Frank Baldozier	Hod
125 NOVICE	
Stan Christopherson	Yam
Joe Panattoni	Yam
Doug Stogner	Yam
125 AM/EX.	
Scott Smith	Yam
Phil McDonald	Yam
Richard Sweaney	Kaw
Jeff Sexton	Kaw
Dan Daigh	Yam
200 AMATEUR	
Allen Harmon	Hon
John Cornett	Oss
Richard Matthews	Yam
200 NOVICE	
Gordon Pettencourt	Bul
Gary Collins	Cim
Buck Peyton	Hon
200 EXPERT	
Dannie Hockie	Oss
Doug Yerkes	Bul
POWDER PUFF	
Diane Connolly	Hod
Sharon Herwick	Hon
Deborah Ann Goff	Yam
100 AMATEUR	
Richard Sweaney	Kaw
Robert Sanders	Kaw
Bob Faymer	—
250 NOVICE	
Rodney Parsons	Bul
Richard Trait	Oss
Danny Corbett	Bul
250 AMATEUR	
Larry Gino	Bul
Doug Hannon	Bul
Gary Anderson	Bul
250 EXPERT	
Scott Smith	Yam
Tom White	Bul
Steve Nichols	Yam
Dannie Hockie	Oss
Chet Burt	Bul
350-500 NOVICE	
Dave Karschner	Hon
James Fraletti	Tri
Wayne LaConte	Bul
500 AMATEUR	
Richard Gino	Yam
Cary Tanner	Mai
Boyd K. Mason	H-D
500 EXPERT	
Jim Connolly	Gre
Ed Mitchell	—
Sandy Armstron	C-Z
Steve Scott	Bul
C.H. Wheat	Mai
OPEN 100	
John Sperry	Tri
Jim Young	Tri
Tom Heard	BSA
OPEN AMATEUR	
Mike Hannon	Tri
Neil Winston	Tri
Bud Wall	BSA
OPEN EXPERT	
Larry Wilburn	Tri
Mike Carver	BSA
Sandy Armstrong	Tri
Mike Posey	—
Perry Armstrong	Tri
SIDEHACKS	
Jim Moffitt-pilot	BSA
Clay Erickson (pass)	
Jack Moffitt-pilot	Tri
Nick Sotenos	
John Pareleyman-pilot	
Michael Wall-pass.	Bul

MOTOCROSS
Bend, Ore.
Nov. 15, 1970
By Larry Ulrich

125cc CLASS		
Rick Limbeck	Sac	
Ken Wheaton	Hod	
250cc CLASS		
Doug Aiken	Hus	
Randy Limbeck	Bul	
OPEN CLASS		
Jon Chezem	Mai	
Rodger Widenaja	C-Z	
FINAL SEASON POINTS STANDINGS		
125cc CLASS		
Mike Ahalt	Hod	978
Joe O'Halloran	Yam	965
Joe Roberts	Pen	961
250cc CLASS		
Randy Limbeck	Mai	1393
Doug Aiken	Hus	1206
Tracy Lantz	Mai	1075
OPEN CLASS		
Bill Lipscomb	Mai	855
Neil Miller	707	
Art Rodriquez	Mai	511

ROAD RACE
Castrol G.P.
Orange County Raceway
Nov. 21-22, 1970
By Phil Pascoe

251-1000 INTER. PROD.	
Bill Manley	Nor
George Kerker	Nor
John McGillivray	BSA
Jack Simmons	Nor
Hurley Wilvert	Hon
Reg Pridmore	Nor
Steve McLaughin	Hon
Ken Smith	Hon
Wade Killen	Hon
Lanny Fielder	Hon
350cc CLASS	
Rick Sherer	Hon
Alan Barbic	Hon
Gay Corns	Yam
Mike Wosniak	Yam
J. Peterson	Bri
500cc CLASS	
Jim Cordero	Kaw
Dick Kilgroe	Kaw
SIDECAR	
Reg Pridmore	Nor
Ernie Ceasar	
Ozzie Auer	
Walt Garnett	Kaw
Bob Bakker	Tri
Bob Bender	

MOTOCROSS
Deadman's Point
Nov. 15, 1970
By Dave Brown

100 JR. DIV. I	
K. Zahrt	Bul
T. Pinneri	Hod
G. Black	Hod
100 JR. DIV. II	
K. Hemstreet	Hod
G. Little	Hod
B. Stabile	Bul
100 JR. DIV. III	
M. Ruby	Hod
S. Pinneri	Hod
S. Bibe	Hon
100 INTERMEDIATE	
J. Burr	Hon
E. Irsik	Hon
100 SENIOR	
R. Rakisits	V-T
F. Wilsford Sr.	Hod
125 JR. DIV. I	
B. McMartin	Yam
B. Bledsol	Bul
B. King	Yam
125 JR. DIV. II	
S. Elsbree	Pen
J. Vanlund	Sac
T. Rogers	Yam
125 JR. DIV. III	
S. Graham	Yam
J. Powers	Bul
W. Shurte	Yam
125 JR. DIV. IV	
T. Sanders	Yam
T. Walters	Yam
J. Walgamuth	Sac
125 SR.	
R. Lopez	Ric
T. Penton	Pen
S. Hoffee	Bul
D. York	Sac
250 JR. DIV. I	
L. Ramsey	C-Z
S. Allen	Bul
G. Harris	Bul
250 JR. DIV. II	
M. Thompson	C-Z
R. Lee	Yam
D. Sall	Yam
250 Jr. DIV. III	
K. Graham	Oss
G. Nelson	Yam
R. Wilson	Bul
250 JR. DIV. IV	
E. Raits	Oss
M. Bennett	Oss
B. Zook	Mon
250 JR. DIV. V	
D. Bends	Oss
B. Hufnagle	Hus
R. Clark	C-Z
250 JR. DIV. VI	
S. Andrews	Hus
M. Samuelson	Yam
B. Faulkner	Hus
250 INTERMEDIATE	
M. Faulkner	Hus
D. Dickens	C-Z
G. Ferris	C-Z
250 SENIOR	
J. Fishback	C-Z
R. Staten	Oss
G. Spellman	Oss
500 JR. DIV. I	
J. Cothrau	Hus
R. Miller	Mai
500 JR. DIV. II	
R. Clawson	Hus
L. Cook	C-Z
500 SENIOR	
Bud Feldkamp	Hus
M. Plunkett	AJS
T. Buck	Hus

176-250 INTER. G.P.	
Don Emde	Yam
Jody Nicholas	Yam
Jim Dunn	Yam
George Roche	Yam
Buzz Buzzelli	Yam
Scott Autrey	Yam
Bill Judkins	Yam
Steve Mallonee	Yam
M. Summers	Yam
Pat Hynan	Yam
Wade Killen	Yam
Elliott Andrews	Yam
Ernie Ceasar	Gre
Jack Nash	Yam
Stan Smith	Yam
Bob Jones	Yam
Mike Lane	Yam
251-1000 GRAN PRIX	
Hurley Wilvert	Kaw
Reg Pridmore	Nor
Steve McLaughlin	Yam
James Deehan	Kaw
Don Castro	Tri
Howard Lyngard	Yam
John McGillivray	BSA
James Chen	Yam
Mike Lane	Kaw
Jim Odom	Suz
Jeff Sperry	Yam
Terry Kirall	Kaw
Dave Scott	Yam
Jim Dunn	Yam
Jim Crawford	Hon
Jack Nash	Yam
Lanny Fielder	Hon
Don Emde	Yam

SHORT TRACK
Sacramento, Calif.
Nov. 22, 1970
By Larry Montgomery

100 NOV. MAIN	
George Springer	Suz
Steve deVault	Kaw
Jack Arnold	Suz
Mike Jennings	Kaw
200 NOVICE	
Don Bonacci	Bul
David Haughs	Bul
Greg Ferguson	Kaw
Steve Metcalf	Bul
100-125 AM/EX.	
Scott Vendly	Kaw
Scott Gerhardt	Pen
200 AMATEUR	
Jim Perry	Oss
Jerry Simpson	Oss
Jerry Bland	Bul
250 NOVICE	
Jan Houlderman	Bul
Tim Tewksbury	H-D
Corky Swadley	Oss
250 AMATEUR	
Charley McGimsey	Bul
Mike Rooney	Yam
Jerry Baugh	Oss
250 EXPERT	
Jim Crenshaw	Bul
Bill Calicura	Bul
Mike O'Brien	Bul

TT SCRAMBLES
Perris, Calif.
No. 21, 1970
By Elaine Jones

100cc NOV. DIV. I	
Keith Paxton	Kaw
Ken Miller	H-D
Danny Horton	Kaw
100cc NOV. DIV. II	
Rick Draudt	Kaw
Steve Bales	Kaw
John Shipley	Kaw
125cc NOVICE	
Roy Addington	Bul
Norman Blake	Yam
Jim Ashley	Yam
100-125cc A/E	
Doug Mason	Yam
Larry Schwimmer	Yam
Paul Lambert	Yam
175-200cc	
Jon Mudd	Bul
Don Frauenberger	Bul
Corky Bellah	Yam
250cc NOV. DIV. I	
Bob Bramlett	Mon
Mike Wilson	Hus
Michael Horton	Gre
250cc NOV. DIV. II	
Terry Traver	Yam
Bob Stribling Jr.	Bul
Bill Hisey	Yam
250cc A/E	
Doug Mason	Bul
Skip Gallagher	Mon
Mike Hogoski	—
350cc	
Walt Foster	H-D
Ken Miller	H-D
Helbert Hessehive	Hon
OPEN NOVICE	
D. Mackelprang	C-Z
Jim Hayes	Tri
Ray Shafter	Tri
OPEN A/E	
Mike Posey	Tri
Boyd Mason	H-D
Geo. Gillespie	Yam
MINI-BIKE A	
Greg Byers	Hon
Howard Kline Jr.	Hon
Lee Peterson	Yam
MINI-BIKE B	
Mike Byers	Hon
Ricky Hart	Mav
Steve Sisco	Bon
MINI-BIKE C	
Steven Rossou	Hon
Charles Shipley	—
Toby Julian	B&S
MINI-BIKE D	
Diana Peterson	—
David Jones	Hon
Terry Kline	Hon

BUZZARDS HARE SCRAMBLES
Four Corners, Calif.
Sept. 20, 1970

OVERALL		
Tom Poteet	350 Ex	Bul
Whitey Martino	500 Ex	H-D
Bruce Dunford	500 Ex	Hus
Tom Muto	500 Ex	
Steve Kirk	500 Ex	Mon
R. Thorwaldson	500 Ex	Ric
Frank Russo	500 Ex	Hus
Jerome Ruzecka	250 Am	Hus
J.N. Roberts	500 Ex	Hus
Jim Brown	250 Am	Yam
Wayne Garrett	250 Am	Yam
Mike Patrick	250 Ex	Yam
Dick Camp	250 Ex	Bul
Wes Anderson Jr.	250 Ex	Bul
Jack Byers	500 Ex	Ric
Phil Bowers	250 Ex	Yam
Larry Mahoney	Open	Tri
Ken Buckspan	125 Am	Sac
1st 500 AMATEUR		
Robert Russell	500 Am	C-Z
1st 500 NOVICE		
Joe Krogstad	500 Nov	Hus
100cc CLASS		
Terry Clark	Ex.	H-D
Jeff Wright	Ex	Ric
Mitch Mayes	Ex	H-D
Doug Winchell	Am	Kaw
Craig Forney	Am	V-T
Jack Morgan	Ex	Hod
Larry Roeseler	Am	H-D
1st NOVICE		
John Boone	Nov	Hon

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San Jose ST

By Patrice Kenyon

SAN JOSE, CALIF., Nov. 21, 1970 — For the first time in its four-week run, the San Jose Short Track has a two time winner. Wheeler Gresham almost made it a clean sweep as he went on to win the 15-lap main event for the second week in a row.

In the early laps of the main event it was point leader Bill Morgan who put the pressure on Wheeler. Morgan, who has a great talent for passing on this tight track, just couldn't seem to get by Wheeler. He soon relinquished second to Dave Hansen who kept up the pressure on Wheeler till the checkered flag. Nich Theroux brought up a distant fourth behind Morgan with Joe Henry fifth.

The consolation race looked like a game of dominoes as riders went off everywhere. Despite all of the fallen riders and machines on the track, Sam Mangalin went on to win with a fast time of 1.23.33. Bob Goodman also avoided the traffic as he finished a close second.

Hansen managed to put a gap in Gresham's winning streak as he rode to victory in the three-lap trophy dash.

The next fastest heat of the night went to Gresham; John Emerson was second. Henry had no problem winning his heat over Theroux while Hansen won out over Bob Scally in the fourth and final heat race.

Three favorites Mark Brelsford, Butch Corder and Allen Kenyon were put out of the running early as each went down in their heat races. The only kind of streak these three are running into is one of bad luck. And so goes the unpredictable San Jose races.

(Results on page 20)

Sacto ST

By Larry Montgomery

SACRAMENTO, CALIF., Nov. 22, 1970 — The racing was stiff and tight at today's Sportsman Short Track sponsored by the Sacramento Two Wheelers M.C.

In the 100cc Novice Main, Jack Arnold jumped his Suzuki into the lead for seven laps, but dropped back to third allowing George Spring, also on a Suzuki, to capture the lead and eventually the win. Steve deVault (Kaw) took second.

David Haughs held his lead position until three laps from the end during the 200 Novice Main and relinquished the spot to fellow Bultaco rider Don Bonacci. Haughs dropped to third behind Greg Ferguson (Kaw), but presently passed him to take second at the flag.

The real crowd-pleasers, however, were the 250 Novice and Amateur Mains.

Jan Holderman held the lead much of the first half of the race, but he was being dogged by Corky Swadley. Midway through, Swadley found his opening and short past only to slide out instantly afterward and dropped back to fourth. Holderman (Bul) held for the win but Swadley moved up to take third behind Tim Tewksbury.

It appeared to be Mike Rooney (Yam) the victor of the 250 Amateur Main but he suddenly turned into the victim as Charley McGimsey (Bul) had his nip-and-tuck efforts pay off by snatching the lead in the last corner and barely held on for the checkered.

Jim Crenshaw took over the lead in the 250cc Expert Main after four laps and pushed his Bultaco hard to easily win ahead of Bill Calicura and Mike O'Brien.

(Results on page 20)

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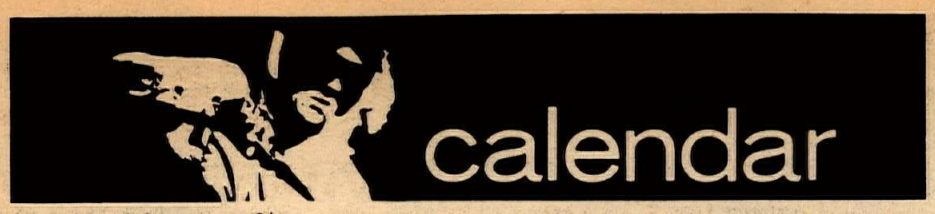

(Continued from page 2)

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

CAL. TRAILBIKE CHAMPIONSHIP, cross country, limed N. of Adelanto on Hwy 395. 3 courses. 0-100cc. Nov/Am/Ex/PP/Under 16/Over 40/Non-racers. Nov. go 60 mi.; Am/Ex. 75 mi.; others 30 mi. Trophies, finisher pins. Mail $6 entry on any standard blank to RV Enterprises, Box 3882, Torrance, Cal., 90510 — add $2 for sponsored rides eligible for awards & publicity. Info: (213) 370-8234, (714) 735-4641.

SAT. & SUN., DEC. 5 & 6

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. starts 15 mi. E. of Lancaster on Ave. "J". Race at 10, 40% trophies to trail/125/Open plus contingencies. Info: (213) 367-2907.

LAGUNA SALADA 200 for m/c and cars called "On The Sunny Side Of Baja" near Mexicali, B.C. Mexico, 30 mi. from the port of entry at Calexico, Calif. M/C run on Saturday, start at 10 a.m. 125/175/250/500cc and Open. Two 100-mile laps. $100 entry, 40% purse of receipts. Mail entry to Bill Martin, P.O. Box 1803, Calexico, Calif. $125 post. Starting position by drawing.

SUNDAY, DEC. 6

MOTOCROSS at Daroga Park, Orondo, Wash., 23 mi. N. of Wenatchee, E. side of Columbia River. 3 15-min. motos for 125/250/Open/14-under (125 limit).

HARE SCRAMBLES by Cycliers of Bakersfield limed from Bakersfield Speedway on N. Chester Ave. AMA sanct. $4 entry. Noon start for 126cc and over, 12:05 start for under 125. Info: (805) 831-4333.

MOTOCROSS by Amarillo Motocross Pit in Amarillo, Tex., take Interstate 40 E. to Juett-Atterbury exit and look for signs. $4 entry includes gate to 3516 Hawthorne, Amarillo, Tex., 79109. Gates open at 10:30, race at 2. 100/125/250/Open. $300 purse, money to first three, trophy to next three if class full. Info: (806) 352-0567.

MOTOCROSS by EBRA in Ensenada. $3 entry. Race at 11. Info: 8-3237.

MOTOCROSS by HRA at Huntington Beach Cycle Park. Mail $3 entry to Box FA, Westminster, Cal. 92683, closes Dec. 2. $6 post signup 8-10. 3 correct HRA plates or ride Expert. Info: (714) 897-4458.

LAST CHANCE ENDURO by CEA limed from Red Mountain, two 45-mile loops. AMA sanct., Dist. 37 pts. Mail $6 entry to CEA Inc., 7813 S. Blackford St., Whittier, Cal. 90606, begins Oct. 26, closes Nov. 28. Include 2 self-addressed stamped envelopes. Limited to 500 riders. Post $8, add $1 for each team member. Rescue 3. Drawing held Dec. 1 at 8 p.m. at Sid's M/C Service, 11015 Lower Azusa Rd., El Monte, Cal.

SAND SCRAMBLES at Indian Dunes Park, 2 mi. W. of Castaic Junction, Hwy 126 in Valencia, Cal. $5 entry, no admission charge to riders. No pts., pie plates OK, trophies to Nov; cash to Am/Ex. Rain or shine. Info: (805) 259-8000.

INTER-AM MOTOCROSS at Saddleback Park, Orange, Cal. Info: Joe Parkhurst (714) 639-5832.

EUROPEAN SCRAMBLES-POKER RUN by High Siders M.C. at Indio, Cal.; limed from Interstate 10 & N. Jefferson St. overpass. $3 entry; signup 8-9:45, racing at 10; trophies all classes. Info: (714) 347-6588.

MOTOCROSS at Deadman's Point. $1 entry plus $2 admission. Gates open at 8, first race at 10. Info: (714) 247-7473.

SUNDAY, DEC. 13

CMC MOTOCROSS at Carlsbad Raceway. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Dec. 22. Post $10. Gates open at 7:30, race at 10. 3 No. plates.

EUROPEAN SCRAMBLES by Prospectors M.C. and Bushmasters M.C., limed from Adelanto and Hwy 395. Dist. 37 pts. $3.25 entry. Racing at 8 a.m. Nov/Am/Ex. — 100/250/500 — Open/Sidehacks.

ACA ROAD RACE at Riverside International Raceway. Pits open at 8 a.m., racing at noon. All Jr. and Sr. GP and Production classes. Info: (714) 528-4290.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Hwy 101 at Jct. 166. $5 entry, $1.50 admission. Signups close at 10:30, racing at 11. AMXT patch to each rider. Info: (805) 736-6362.

MOTOCROSS at Bay Mare Park. Mail $3 entry to BCA, 13902 Hamlin St., Van Nuys, Cal. 91401, $5 post. 7-9, race at 9:30. Mail closes Dec. 9. 125/25-/Open, Nov/Am-Ex. Dist. 37 pts.

MOTOCROSS by Slow Spokes M.C. in Helvecia, Ore., Sunset Hwy (26) W. from Portland to Helvecia Rd. cutoff, follow signs 8 mi. to track. $2 entry to P.O. Box 5025, Aloha, Ore. Signup 10:30, race 11:30. 125/200/250/Open 2-stroke/Open 4-stroke/mini bike. Info: (503) 246-7580.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. $2.25 members, $2.50 non. 3 correct HRA plates or ride Expert. Info: (714) 897-4458.

MOTOCROSS by Oasis M.C. limed from Court House 5 mi. N. of Fallon, Nev. AMA Sanct. signup & practice 8-9:30, racing at 9:30. All classes. $1 donation; $4 to ride.

SATURDAY, DEC. 19

INDOOR FLAT TRACK, First Annual Yamaha Silver Cup Series, by Trojan Enterprises at the Long Beach Sports Arena. Concrete. AMA sanct. with $1200 guaranteed. Practice 9:30 a.m. to 2:30 p.m. $5 entry with signup at 6; gates open at 6. Info: 435-1013.

SUNDAY, DEC. 20

ACA ROAD RACE at Carlsbad Raceway. Pits open at 8 a.m., racing at noon. All Jr. and Sr. GP and Production classes. Info: (714) 528-4290.

CMC MOTOCROSS at Saddleback Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Dec. 15. Post $10. Gates open at 7:30, race at 10. 3 No. plates.

HARE SCRAMBLES, 19th Annual Big Hare Run, by Jackrabbits M.C., limed from Y Cafe in Lucerne. AMA sanct., dist. 37 pts. 2 40-mi. loops. Bikes leave at 10, trail at 10:15. $3.25 entry. Camping OK but get memo at signup. Info: (213) 869-0600 Pete or Doug at Norm Reeves Honda.

MOTOCROSS by Dirt Diggers North M.C. at Cal Expo, limed from roadway to Parking Lot A & Racetrack, AMA sanct. $3 entry, $2 admission. 3 5-lap motos. Nov/Am/Ex; 125/250/Open/Special Dinosaur class. Gates open at 7, signup 8-9:30, practice at 9-10, race at 10:30. Info: (916) 783-5676.

MOTOCROSS by San Jose Chapter of AFM at Cycle Hills (Uvas Dam), limed from Hwy 101 & Bailey Ave. in Coyote, Calif. AFM sanct. $5 entry, $2 admission. AFM membership required, $2 good for 1971 license. Insurance included. Info: (408) 257-5369.

MOVIE REVIEW

By Charles Clayton

LITTLE FAUSS AND BIG HALSEY is an x-rated version of the Tortoise and the Hare. Little is a man with two strikes against him, going for a base on balls. Halsey Knox seems to be the hero of this yarn. He has everything America longs for except success, and doesn't begin to understand why it always eludes him. He barely ekes out existence by filching food, cadging parts for his racing bike and cashing in his good looks and the mysterious scar across his spine with the local girls in exchange for sex and gas for his skungy Dodge pickup.

Finding Fauss an easy mark for his "hero racer" lies, Halsey takes him in as his tuner at 50-50 and together with one of Halsey's girls (this one escaped from a gang of motorcycle "undesirables", to show where the Hell's Angels fit in) they hit the hot dog trail.

With Little tending the tools, Halsey wins enough to keep the three going, but Little, meanwhile has fallen in love with Halsey's girl and in a confrontation over this, he loses, and they split.

Little returns home to Oklahoma. Copying Halsey's style, he beds a local girl and overcomes his shyness. With his mother holding the stopwatch, Little works on his racing until he feels ready to ride the big National — a road race at Sears Point. There the Tortoise and the Hare meet again, and the race is on.

I don't have to tell you who wins, and to its credit, the movie ends on Halsey's expression when his bike breaks and he hears the announcer exclaim that Fauss has taken the lead.

The movie doesn't leave me with the sense of being stunned, the way Easy Rider did. There's neither dope nor violence in it. But Fauss and Halsey keep coming back into my mind, for their fate seems more inevitable than Capt. America and Billy's. At first both Fauss and Halsey have little to recommend them except Halsey's looks and Little's honesty. But Little's basic meanness, shown as he refuses to help push Halsey's stalled truck when they first meet, comes out again and again to keep one from rooting for the underdog. He may have learned to be a winner, but he is not a better man.

Halsey is shown to be not all bad. His humanity comes through in a scene at the Antelope Valley Hospital where his girl giving birth to his (someone's?) baby. "Your wife, Miss Nebraska," the nurse says in one of the films typically funny lines, "asked me to tell you, if you are still here, she'd like to see you." With fatherhood, Halsey seems almost to have settled down. For once he is concerned about someone other than himself.

Hollywood has put the microcosm of motorcycle life on film accurately, and without exploitation. Without explanation, too, I might add, for all of the critics I have read as well as some members of the audience I overheard, seemed puzzled by so many details that they had a hard time understanding the movie. I think perhaps only an enthusiast familiar with the argot and symbolism of motorcycle racing can easily appreciate this fine retelling of the ancient tale. The shabbiness of life among the also-rans is painfully accurate. We have all known characters like Fauss and Halsey and their girls. Even the t-shirts and decals on the trucks are authentically up-to-date. Only a few points jarred an otherwise perfect film with technical advice by Roxy Rockwood and Terry Tiernan and music by Bob Dylan and Johnny Cash. It is unforgivable to call a race an enduro, and it is too bad that Sears Point Raceway is not still around to reap the benefits of all this publicity.

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Easy Writer

By Charles Clayton

HARD TIMES ON THE NATIONAL TRAIL

Thirty-one professional AMA National Championships are slated for 1971. That's more than many people in motorcycling want or think the sport needs. Cycle Magazine Editor, Cook Nielsen, believes that National Championships are "over-exposed." New national Number One, Gene Romero, agrees: "There shouldn't be more than twenty Nationals paying points," says Romero. "The promoters would be better off, you guys (the press) would appreciate it, and I'm sure the racers would all be better off."

Promoter of many Nationals, J.C. Agajanian explains that promoters prefer Nationals to non-national pro races because, as he says, "you can count on the big names showing up when there are national points at stake." But Aggie admits it is hard to keep promoting non-national professional shows when the points race lures the stars away for months on end.

All the motorcycle publications except Cycle News have given up trying to cover every National on the professional circuit, owing to the expense. Only our three regional offices make it possible for this newspaper chain to keep covering the whole crowded National Championship calendar. Therefore we know so well what the championship trail means to the men and women who follow it: Hard Times. Eight months in motels if you are winning, otherwise camped out or cramped in the van...always driving, measured not in miles, but horizons...hot fairground Sundays and dark mountain nights, talking to other driver-racers on the CB radio to keep awake, driving...driving.

Is it too much to expect a racer always to deliver a championship performance under these conditions? Gene Romero thinks so, and most other racers agree. "A national circuit rider is a professional truck driver, mechanic and racer at the same time," says Gene. "I've had to hire a guy — a guy I'd trust my life with, because that's what you're doing — to help me drive and look after the bikes." Romero has to meet a weekly payroll of $250 during the season, out of his own pocket. He has worked out a system to ship his tired engines back to tuner, C.R. Axtell, via Air Express for freshening. BSA, Inc. pays for the bikes, meals, motels and transportation costs while the Champion is on the road. And they are sending Gene to a "school for celebrities" to learn the finer points of giving interviews, meeting the public, etc.

With personal appearances, racing, building the bikes, testing, racing and driving to the next National, a national circuit racer has little time to himself. "I live only a few blocks from the beach," the Grand National Champion exclaims, "And you know how many times I got to the beach last year? Once."

Gene Romero is young (23), unmarried and on top of it. Plus he possesses, in addition to his obvious racing talent, sufficient foresight to see that the future promises more risk and less reward for racers unless the AMA begins scheduling fewer Nationals with higher purses, spaced at least two weeks apart.

"If you've got something good, you don't add water and dilute it," the Champion philosophizes. "If you dilute it, it's not a spectacle any more."

"It is the smaller events that suffer," Romero adds. With so many Nationals to ride, racers tend to skip the smaller events, out of sheer exhaustion. "We've got to improve the sport," concludes Romero, "So more people will go for it." And the best place to start improving the sport, in Gene Romero's opinion, with which I agree, is by pegging the number of Nationals at twenty.

TWENTY IS PLENTY

Since there are only about 40 weekends in a year on which big races (at least outdoor ones) can reasonably be run, it makes sense for the AMA Competition Congress next year to limit the number of national points paying events to 20, to be scheduled at least two weeks apart whenever great driving distances are involved. These twenty Nationals should include four road races, two or three TT's, three or four mile tracks, and two or three short tracks. The balance should be all half-mile dirt tracks.

As for indoor short tracks, the AMA should implement the proposal made by the Congress this year to set up a separate series of points to determine an indoor National Number One. Such a series, raced with bikes required to run silencers, and featuring Class A bikes as well as 250's, could attract a whole new audience for motorcycle racing and should be a natural for television syndication.

Who would be hurt by having fewer, higher-paying Nationals? Not the racers. Even those who stay home and cherry-pick while the hot dogs are away would probably benefit from having more races with higher purses in their area when promoters don't have to compete with so many Nationals.

Not the promoters, certainly. Whether they are in it for one race a year, or more, they can count on better shows at their Nationals, and more stars for their 4-stars.

Not the manufacturers, who will know that when they win a big one, it will be current news for more than seven days. The press will not complain, believe me. And even the AMA would benefit from more sanctions, better purses and happier promoters and riders, in the long run.

So how about it, AMA Congress? For next year's Professional National Championship Rules Committee, I propose the slogan "20 is Plenty." Isn't it time that we pointed the National Trail toward the rainbow, instead of just another empty horizon?

23 Join A.M.X. Team

HOLLYWOOD, CALIF., Nov. 16, 1970 — The American Motocross Team got a shot in the arm today when 23 members of the Lompoc Slo-Pokes M.C. became supporters of the AMXT.

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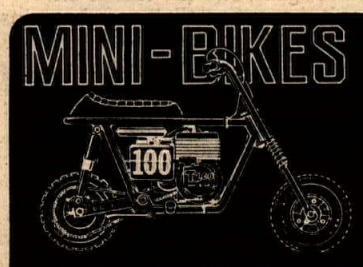

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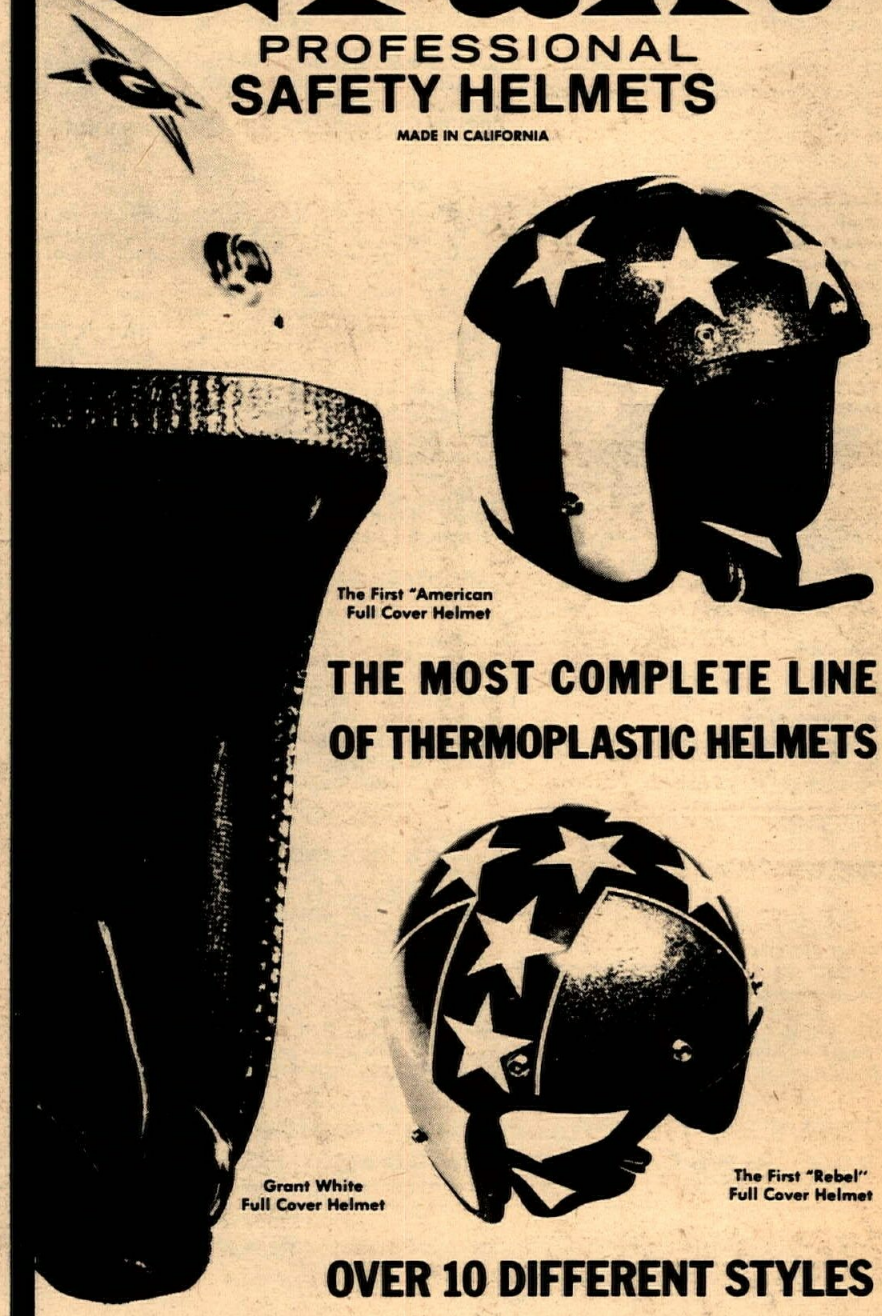

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scramblin' around

By Maureen Lee

To a die-hard four-stroke fan like me there was nothing lovelier than to hear the BSA works team bikes running at Saddleback. In this era of the shrieking two-strokes to hear those Beezers thundering up the hills just brought shivers. Even if I have a two-stroke for my own bike I still like the good old thunderers. May they thump forever.

Some other observations on the Trans-AMA, it's obvious that these guys are trying harder than some of the performances we've seen on the Inter-Am circuit, especially those of the past years. Two fine firms are really trying to show the American public what their new models can do in an attempt to overcome the domination of the Japanese market, and that of Husqvarna. To make that a little clearer, as soon as it was announced that Suzuki would come out with a motocross machine a lot of Americans smiled and said, "Ah, there go the Europeans" meaning the bikes would be so good they'd blow everyone in the proverbial weeds. Well, if you've seen the Suzukis of Pettersson and Robert, that's precisely what they do...blow 'em in the weeds. They are fantastic. But, what will the production models be like?

Right now I can hear some of you saying, well, the BSA's are works bikes and will the production models be like them? Probably not, but the point we're trying to get across is that too many people will not even consider the purchase of a British racing machine because now there are going to be Japanese motocross machines.

So, if a new bike is in your Christmas plans, shop carefully. There are the well-proven, tried and true machines you can't go wrong with but also check into these newcomers. Don't miss a good check-out because at one time one company built such a miserable "replica" of their works machine it left a bad taste in everyone's mouth, and whatever you do, don't underestimate AJS (and no I don't have an uncle who is chairman of the board or something). We give our tip of the helmet to this company which is building itself up again with all new people and awfully good equipment if you wander wander through the pits and look at these A-Jays that have been campaigned they still look good. And also, of course, don't underestimate the Japanese bikes. Give yourself a break and check 'em all out.

We got a bit sidetracked from the rest of the observations on the Trans-AMA, so back to Saddleback. It was pretty unbelievable to watch those heavyweights line up in the 250 support class, pretty obvious that their tech. inspector didn't know what he was inspecting, ugh fellers, there is a difference you know, and you KNEW!

Lack of communication seems to be the real hangup on races like this. True, motocross is a new word to the AMA but there are a lot of people around who would willingly help them learn the game. I can't see why the AMA couldn't have used the services of people like Stu Peters and Kelvin Franks of CMC, or say, members of the ACA who have continually put on motocross events and professional ones too. We all hate to admit when we're a bit lost and feel like a clod when we have to ask for help, but when it's in the best interest of the sport, I'll go along with the clod bit.

Well, for Carlsbad we've noted that the AMA will accept FIM licenses at Carlsbad, that's a step in the right direction gentlemen. Maybe I will send Tom Clark his bouquet of roses after all.

BRONSON HELPS KIDS

Whether school bells ring for the rest of the year at St. Thomas Aquinas in Ojai will depend on Bronson, and his $5000 Harley-Davidson Sportster. The souped-up cycle is the grand award in a legitimate lottery set for Thanksgiving Day in the school courtyard. From across the nation, Americans have written, "Keep the school open, here's my dollar, I sure would like to own that motorcycle!"

Television's Bronson (Michael Parks), knows well the story of spiraling education costs facing the little parish school; his two small daughters attend the school. Before anyone could ask his aid, the soft-spoken cycle rider wheeled up to the school, dismounted from the gleaming bike, said, "here it is if it will help" and departed on foot.

Letters must include a stamped, self-addressed envelope. "Everyone, whether they send a donation or not, a dollar is the average gift, will hear from us personally and will be remembered in the children's prayers," said Father Richard Smith. Address is: St. Thomas Aquinas School, Ojai, Cal., 93023 and the phone is (805) 646-4338.

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100 NOVICE
1-4, 5, 6-8, 9, 10, 11, 12, 13-26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 38, 39, 41, 42, 43, 44, 46-51, 52, 53-55, 56, 57-59, 60, 61, 62, 63-65, 67, 69-71, 73, 74.

100 AM. EX.
1, 2, 4, 5, 7-11, 12, 14-17, 18, 20, 21, 22, 23-31, 32, 33, 34-40, 42-45, 47-54, 55, 56, 58-65, 66, 67, 68, 70, 71, 72, 73, 75.

125 NOVICE
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125 AM. EX.
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250 NOVICE
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250 EXPERT
1-17, 18, 19-27, 28, 29, 31-34, 35, 37, 38, 40-43, 44, 45, 46, 47, 49, 51-61, 63-67, 69-71, 821.

SIDE HACKS
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INTERNATIONAL
1, 7, 9, 10, 11, 13, 17, 19, 21, 22, 30, 31, 36, 37, 43, 47, 48, 52, 53, 61, 65, 69, 72, 87, 153, 184.

350 ALL
1, 2, 3, 4, 5, 6, 8-12, 13, 14-22, 25, 26, 28, 29, 32, 34, 35.

500 NOVICE
1, 2-6, 8, 10-14, 15, 16-19, 20, 21, 22-26, 27, 28, 29, 30, 31, 32, 33, 34, 37, 39, 40, 41, 43, 46, 47, 49, 50, 51, 52, 53, 55, 56-62, 64, 66, 67, 70, 71, 75.

500 AMATEUR
1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16-19, 21-23, 24, 25, 26, 27, 28, 29, 30, 31-33, 34, 35, 36-38, 40, 41, 42, 43, 44, 46, 47, 48, 50, 52, 53-60, 62, 63, 64, 65-69, 71, 72, 73, 82.

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OPEN AM. EX.
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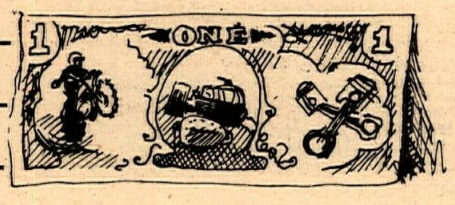

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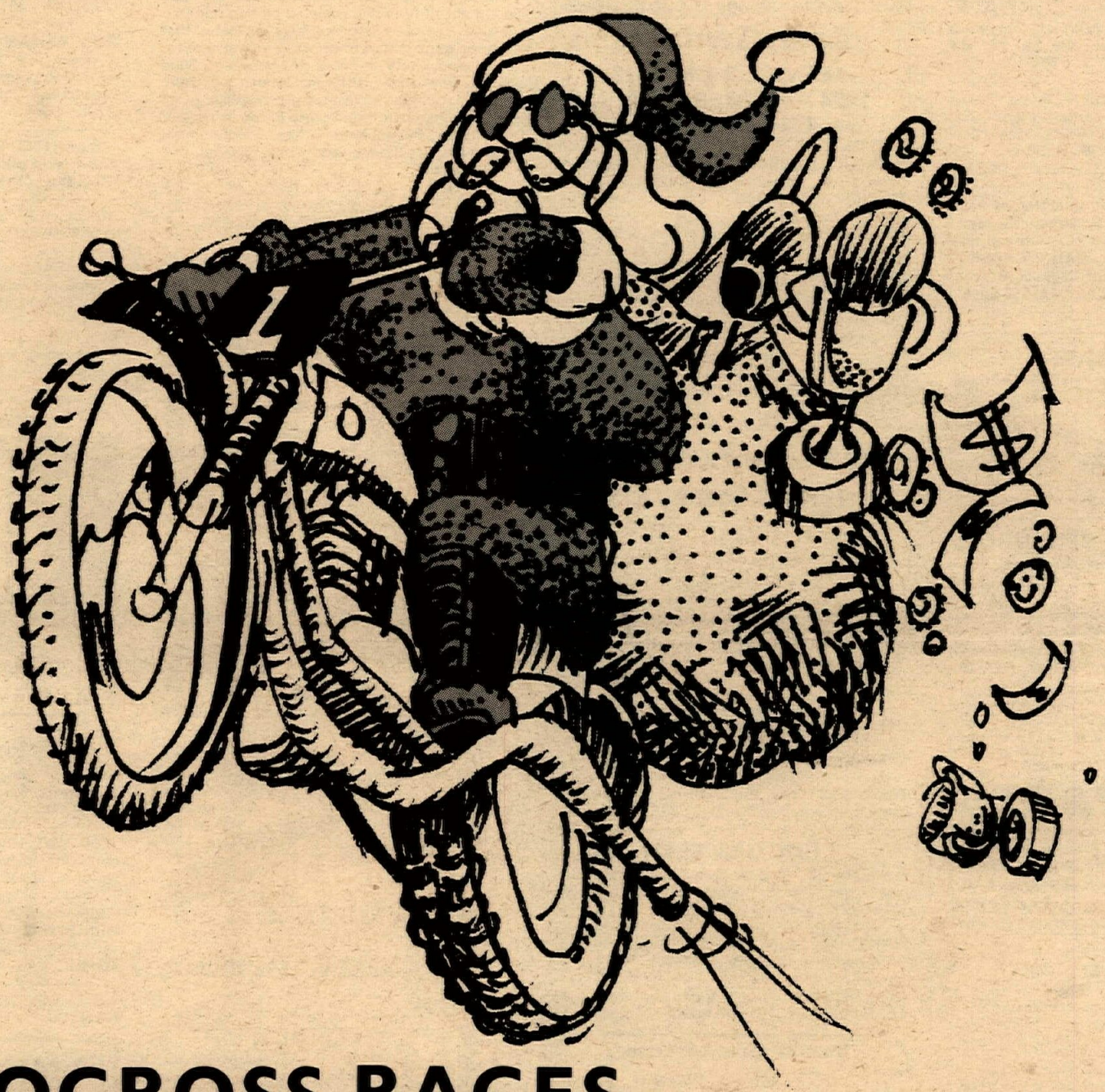

MOTOCROSS RACES AT OAK CREEK RANCH

ELEVATION: 5,000 feet.
TERRAIN: Hill, (not steep, but like old Crater Camp). Dirt (D.G.) small mud section, jumps, banked esses. Wide, watered, not dust. Breezy.
CLASSES: 125-250-Open Senior & Junior. Powder Puff. All licenses accepted.
ENTRIES: Mail entries $4. Post entries $8. Any entry blanks accepted. Deadline for pro entries Dec. 14th.
PRIZES: Cash to Seniors, Trophies to Juniors.
LOCATION: Halfway between Mojave & Tehachapi, one mile north of Cameron Canyon Rd. on the Tehachapi-Willow Springs Rd. (See map).
PRACTICE: Starts 10 a.m.

ADDRESS ENTRIES TO OAK CREEK RACING ASSOCIATION,
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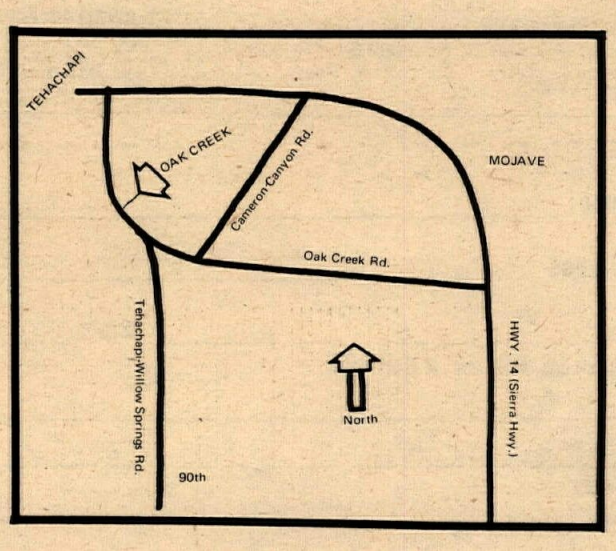
MANHATTAN BEACH, CALIF. 90266
Phone (213) 376-4573 for information.



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